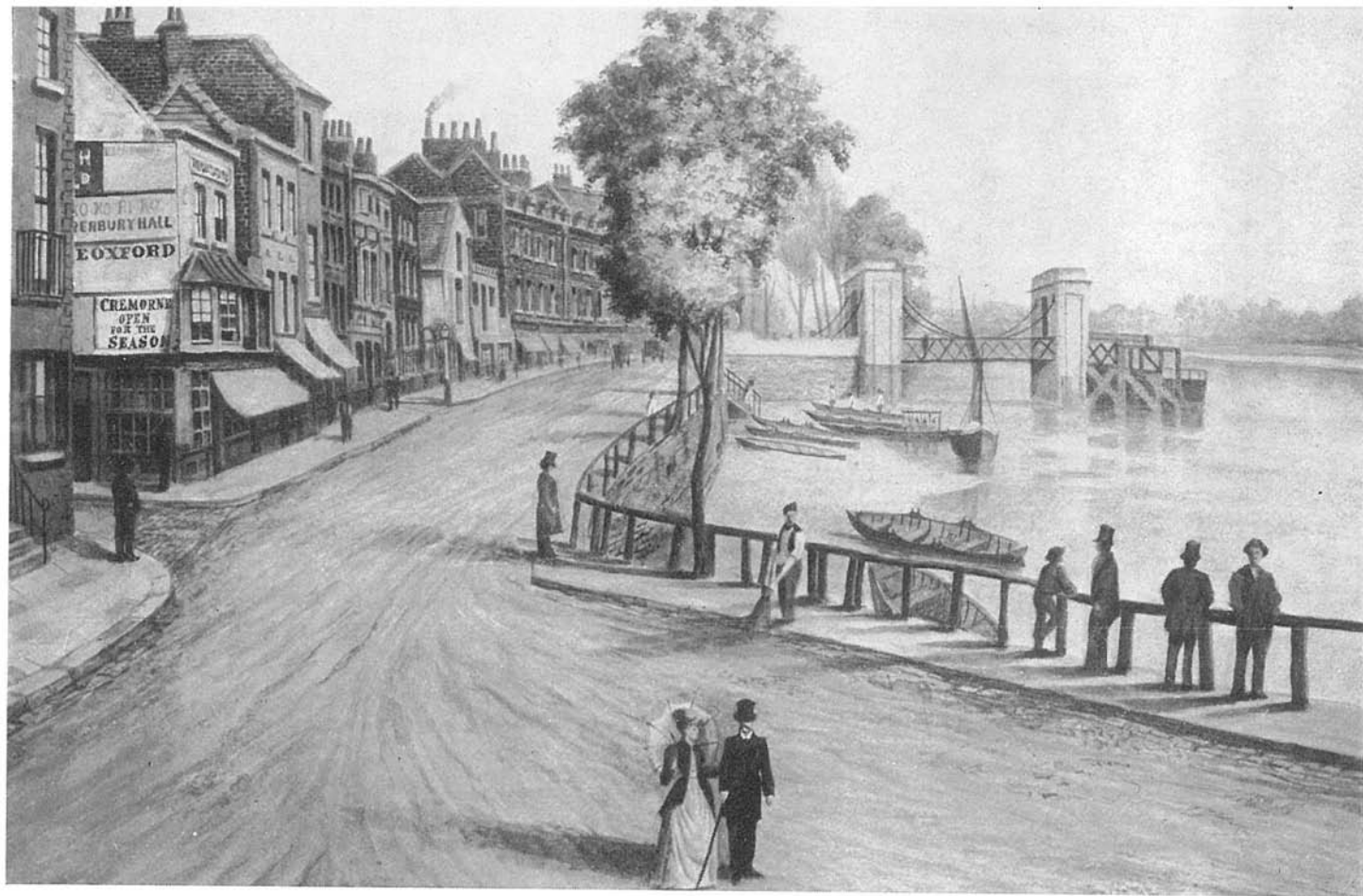


THE CHELSEA SOCIETY

THE ANNUAL REPORT 1972





Cheyne Walk, Old Chelsea, by Henry and Walter Greaves

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ILLUSTRATIONS

All the illustrations in this Report, including the frontispiece, are related to the evidence given at the West Cross Route Inquiry by Mrs. Lesley Lewis. Her evidence is here reproduced in full, for it describes in some detail the architectural heritage along our Chelsea riverside which this Society is making such an effort to preserve. Whether we win or lose, it is thought that this illustrated guide to the buildings on Cheyne Walk and the Embankment will be a thing many of our members will be glad to have.

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THE CHELSEA SOCIETY

*founded by Reginald Blunt in 1927
to protect and foster the amenities of Chelsea*

President

SIR ANTHONY WAGNER, K.C.V.O., D.LITT.

Vice-President

THE WORSHIPFUL THE MAYOR OF KENSINGTON AND CHELSEA

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FRANCIS BADEN-POWELL, ESQ., A.R.I.B.A., A.A.DIPL.
GILES BEST, ESQ.
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JOHN YEOMAN, ESQ.

Hon. Treasurer

MRS. PATRICIA C. GELLEY

Joint Hon. Secretaries

MRS. LESLEY LEWIS, M.A., F.S.A.
MRS. BRYAN CARVALHO

Hon. Auditor

R. G. EDWARDS, ESQ., F.C.A.

THE CHELSEA SOCIETY

MRS. CARVALHO, 20 MARKHAM SQUARE, SW3 4UY

CONSTITUTION

1. (1) The Chelsea Society shall be regulated by the Rules contained in this Constitution.
- (2) These Rules shall come into force when the Society has adopted this constitution at a General Meeting.
- (3) In these Rules the expression "existing" means existing before the Rules come into force.

OBJECTS

2. The Objects of the Society shall be to preserve and improve the amenities of Chelsea by all available means and particularly—
 - (a) by stimulating interest in the history, character and traditions of Chelsea;
 - (b) by encouraging good architecture, town planning and civic design, the planting and care of trees, and the conservation and proper maintenance of open spaces;
 - (c) by seeking the abatement of nuisances;
 - (d) by promoting the interests of residents and practitioners of the fine arts, especially in regard to their enjoyment of their homes, studios and surroundings; and
 - (e) by making representations to the proper authorities on these subjects.

MEMBERSHIP

3. Subject to the provisions of Rule 7, membership of the Society shall be open to all who are interested in furthering the Objects of the Society.

THE COUNCIL

4. (1) There shall be a Council of the Society which shall be constituted in accordance with these Rules.
- (2) The Society shall elect not more than twelve members of the Society to be members of the Council.
- (3) The members of the Council so elected may co-opt not more than four other persons to be members of the Council.
- (4) The Officers to be appointed under Rule 5 shall also be members of the Council.
- (5) In the choice of persons for membership of the Council, regard shall be had, amongst other things, to the importance of including persons known to have expert knowledge and experience of matters relevant to the Objects of the Society.
- (6) The Council shall be responsible for the day-to-day work of the Society, and shall have power to take any action on behalf of the Society which the Council thinks fit to take for the purpose of furthering the Objects of the Society and shall make and publish every year a Report of the activities of the Society during the previous year.
- (7) The Council shall meet at least four times in each calendar year.
- (8) A member of the Council who is absent from two successive meetings of the Council without an explanation which the Council approves shall cease to be a member of the Council.
- (9) Three of the elected members of the Council shall retire every second year, but may offer themselves for re-election by the Society.
- (10) Retirement under the last-preceding paragraph shall be in rotation according to seniority of election.
Provided that the first nine members to retire after these Rules come into force shall be chosen by agreement or, in default of agreement, by lot.
- (11) Casual vacancies among the elected members may be filled as soon as practicable by election by the Society.
- (12) One of the co-opted members shall retire every second year, but may be again co-opted.

OFFICERS

5. The Council shall appoint the following officers of the Society, namely—
 - (a) a Chairman of the Council,
 - (b) an Hon. Secretary or Joint Hon. Secretaries,
 - (c) an Hon. Treasurer, and
 - (d) persons to fill such other posts as may be established by the Council.

PRESIDENT AND VICE-PRESIDENTS

6. (1) The Council may appoint a member of the Society to be President of the Society for a term of three years, and may re-appoint him for a further term of three years.
- (2) The Council may appoint persons, who need not be members of the Society, to be Vice-Presidents.

SUBSCRIPTIONS

7. (1) The Council shall prescribe the amount of the subscriptions to be paid by members of the Society and the date on which they are due, and the period in respect of which they are payable.
- (2) Membership of the Society shall lapse if the member's subscription is unpaid for six months after it is due, but may be restored by the Council.
- (3) Until otherwise prescribed under this Rule, the annual subscription and the amount payable for life membership shall continue to be payable at the existing rates*.
- (4) Members are invited to pay more than the prescribed minimum, if possible.
- (5) Members who pay annual subscriptions are requested to pay by banker's order, unless they are unwilling to give banker's orders.

GENERAL MEETINGS

8. (1) In these Rules "General Meeting" means a meeting of the Society which all members of the Society may attend.
- (2) The Council shall arrange at least one General Meeting every year, to be called the Annual General Meeting, and may arrange as many other General Meetings, in these Rules referred to as Special General Meetings, as the Council may think fit.
- (3) General Meetings shall take place at such times and places as the Council may arrange.
- (4) The President shall preside at any General Meeting at which he is present, and if he is not present the Chairman of the Council or some person nominated by the Chairman of the Council shall preside as Acting President.
- (5) Any election to the Council shall be held at a General Meeting.
- (6) No person shall be eligible for the Council unless—
 - (i) he or she has been proposed and seconded by other members of the Society, and has consented to serve, and
 - (ii) the names of the three persons concerned and the fact of the consent have reached the Hon. Secretary in writing at least two weeks before the General Meeting.
- (7) If the Hon. Secretary duly receives more names for election than there are vacancies, he shall prepare voting papers for use at the General Meeting, and those persons who receive most votes shall be declared elected.
- (8) The agenda for the Annual General Meeting shall include—
 - (a) receiving the Annual Report; and
 - (b) receiving the Annual Accounts.
- (9) At the Annual General Meeting any member of the Society may comment on any matter mentioned in the Report or Accounts, and may, after having given at least a week's notice in writing to the Hon. Secretary, raise any matter not mentioned in the report, if it is within the Objects of the Society.
- (10) The President or Acting President may limit the duration of speeches.
- (11) During a speech on any question any member of the Society may move that the question be now put, without making a speech, and any other member may second that motion, without making a speech, and if the motion is carried, the President or Acting President shall put the question forthwith.
- (12) If any 20 members of the Society apply to the Council in writing for a special Meeting of the Society, the Council shall consider the application, and may make it a condition of granting it that the expense should be defrayed by the applicants.

TRANSITIONAL PROVISIONS

9. (1) The existing Council shall continue to act for the Society until a Council is formed under Rule 4.
- (2) Within five months of the adoption of the constitution the existing council shall arrange an Annual or a Special General Meeting at which the first election to the Council shall be held.
- (3) The existing Officers of the Society shall continue to serve until Officers are appointed under Rule 5.

AMENDMENTS

10. (1) These Rules may be amended by a two-thirds majority of the members present and voting at an Annual or Special General Meeting, if a notice in writing of the proposed amendment has reached the Hon. Secretary at least two weeks before the General Meeting.
- (2) The Hon. Secretary shall send notices of any such amendment to the members of the Society before the General Meeting.

WINDING-UP

11. In the event of a winding-up of the Society, the disposal of the funds shall be decided by a majority vote at a General Meeting.

**The existing rates are (i) for persons (other than life members) who became members before 1st July, 1961, fifty pence annually, and (ii) for persons who became members after 30th June, 1961, £1 annually payable on the 1st February or a lump sum of £10.50 for life membership.*

The Annual General Meeting

of the Chelsea Society was held at
The Chelsea College of Science and Technology
(by kind permission of the Principal)
on Thursday, 26th October, 1972 at 8.30 p.m.

The President, Sir Anthony Wagner, took the Chair and thanked the Principal for putting the hall at our disposal. He also, as retiring President, said a few words about the Society as reported in full below.

The Minutes of the Annual General Meeting held on 15th October, 1971, were duly approved and signed by the President.

Mrs. Alexandra Orde was unanimously elected to the Council, and Messrs. Francis Baden-Powell and John Yeoman unanimously re-elected.

The Chairman's Report and Hon. Treasurer's Statement were then read and adopted.

The President's Speech

Mr. Mayor, Ladies and Gentlemen, before we come to this evening's business I have a few words to say. This will be the last time I address you as your President, for by this time next year my second three year term will have run out; and much as I have valued the office and the honour I think six years are enough both for you and me. I therefore want to take this occasion to say a very few words about our society and its situation, past, present and future.

The Chelsea Society, even more than others of its kind because it is older than most, has depended as it must still depend on the energy and enthusiasm of individuals. We are therefore fortunate indeed that now, as in the past, we can command this. I know I speak for you all when I pay tribute to Mr. Noel Blakiston, whom I am proud to have proposed for the Chairmanship, and to the other Officers and Members of Council who during the past five years have fought so hard for the amenities of Chelsea. The outcome of their most exacting and conspicuous battle is still uncertain. Some others they have won and some, inevitably, they have lost.

When I first addressed you five years ago I said that we were then threatened or tempted with portentous towers, with a motorway and with certain other things. The motorway threat still hangs over us, but recent developments have given us some grounds for hope. The particular portentous tower block proposal of which I spoke in 1967 melted away under our influence, but others, sufficiently disturbing though less so than that would have been, have achieved an all too solid reality.

I was asked the other day if I was against all tower blocks and it is a question one should answer plainly. Let me say then that from the first moment when they were mooted in 1958 I was worried about them and that I now feel it would have been better had there never been any in central London. I now hope we shall have no more and especially no more in Chelsea. If there must be any elsewhere, let them, if possible, attempt gracefulness, rather than try to bring home to us by assault how insignificant we and our wishes are.

Some of the things I said in 1967 got me into trouble with one or two people, though most seemed pleased. Since I am now, as your President, a volcano on the verge of extinction, so that the Chelsea Society will no more derive either credit or blame from my opinions, I feel I can, without hurting anyone, say again some of those things and put them, if I can, a little more strongly.

I was delighted six months ago with some remarks made by Sir James Richards, in his discourse to the Royal Institute of British Architects, when he castigated the modern architect's cult of self expression, lack of humility and constant search for novelty. I agreed also, as a preservationist, with his conclusion that the movement to preserve buildings has been much stimulated by public mistrust of what the architects are likely to put in their place. I do not, however, agree that this is itself unhealthy, though its cause is. To press for the preservation of an old building of moderate merit, if one can thereby prevent the erection of a new one, which will give one pain, seems only common sense.

Reading recently Lord Kennet's book on preservation I could not but reflect on the changed attitude to the subject since I was at the birth of the statutory listing of historic buildings twenty-seven years ago. This provision owed much to our valued member Mr. Harry Strauss, now Lord Conesford. It had many well placed enemies at the time and continued to have for many years. Less than ten years ago the tide seemed to turn; the politicians seemed at last to feel that preservation had public support; and the civil servants to be aware that the politicians saw some advantage in it. There are still immense difficulties but your council have been taking and will continue to take the best advantage they can of this new situation.

What, then, can be done about new building? How can developers and their architects be weaned away from the tendencies Sir James

Richards deploras? By prescription is not yet a fashionable one, though straws in the wind which is getting up round the splendid neo-classical exhibitions have given me hope that it may become so.

I start from the fact that there have been times when leading architects, instead of concentrating on individual tours de force have worked out styles which their less original fellows could follow and even improve. But they do not seem to me to have done much of that for a long time now. Is there, indeed, any twentieth century style with which this could at this time be done, other than the twentieth century form of classical style, which some people call neo-Georgian, or even, opprobriously, mock-Georgian? The use of this today is not a revival, as the Gothic revival was, because it has gone on continuously now, though with ups and downs, for some five centuries. If one wants to see what could be done with it even at as difficult a date as 1885 one has only to walk round the corner and look at the back of our old town hall facing Chelsea Manor Gardens. The successive phases of the building are slightly complex and the books get some details wrong, but our Chairman clarified matters in the 1966 Report and Sir John Summerson has further helped me. The 1885 work is by John McKean Brydon, best known for his less successful classical buildings in Whitehall. Though, in Sir John's words, Brydon never submitted to the true classical discipline but used its motifs whimsically, both Sir John and Sir Nikolaus Pevsner have some kind words for him and especially for his work at our Town Hall.

Buildings in the classical tradition are going up round us at this moment and I hope their architects and builders will not be discouraged by the brickbats occasionally thrown at them by advocates of other styles. If a critic asks you whether a building should not be of its own day, just point out to him that it cannot possibly be anything else and that whether it is the *dernier cri* does not matter—though neo-classicism could become just that! What matters is Quality.

The Chairman's Report

(Only a few of the items listed below were actually mentioned by the Chairman at the Meeting owing to pressure of time: he began his Report with item 15.)

1. *Membership*

Our membership at present is 761.

2. *Changes of Staff*

During the year the Society has lost the services of two of the Hon. Secretaries and of the Treasurer. Iris Medlicott's decision to live in the country is greatly regretted at our headquarters and we can hardly

hope to replace her particular talents. Her experience of working on a Housing Trust, her knowledge of the ways of Borough Councillors and Municipal officials and her political acumen, combined with a habit of doing quick business on the telephone and a reluctance to take no for an answer, have been of invaluable service to the Society for many years. We miss her exceedingly. Alex Orde has been for five years the more secretarial secretary, being much occupied, that is to say, with the typing of our letters and providing the address of the Society. She has been a model secretary doing whatever was asked of her with good humour and promptitude and accuracy. She has represented us at many congresses, meetings and social occasions, and a worthy image of our Society has, I am sure, always been conveyed by her in all her contacts. Roland Clarke, our Treasurer, punctual, precise, also accurate so far as I know, has for thirteen years guarded the mysteries of our accounts in an exemplary manner, so far as I know. We thank all these three for giving so much of their time and energies to the Society. And we cordially welcome Betty Carvalho and Patricia Gelley who have taken over from Alex Orde and Roland Clarke. They have taken over at a busy time, with the West Cross Route affair, but I assure them that the pressure may now relax a bit.

3. *Summer Meeting*

The Summer Meeting of the Society took place at the Moravian Burial Ground by the kindness of the Minister, the Rev. H. R. Williamson. The weather was not very cheerful but there was a good attendance. Mr. Williamson spoke to us about the history of the place. Miss Meara of the Chelsea Library kindly sat at a table where she sold some back numbers of the Chelsea Society Annual Reports and copies of an attractive recent publication of the Borough's public libraries *An Historical Atlas of Kensington and Chelsea* (1971), 75p., and also exhibited an enlargement of this year's Society Christmas card. I took the occasion to say a few words of gratitude to our retiring Secretary, Mrs. Orde, and of welcome to her successor, Mrs. Carvalho. Mrs. H. Slessor reminded us of the work done by the Gillicks in forming the present appearance of the garden. She writes:

"In 1914 Mr. and Mrs. Ernest Gillick, then a young married couple, took a fifty year lease of the property now known as the Moravian Close. Up to the end of the last century the chapel, converted by Ernest Gillick into a studio, had been used by the Chelsea Borough Council as a school. I knew an old man who had been a pupil there, and up to a few years ago the pegs on which the infants hung their hats and coats were still to be seen on the wall in the small building on the right of the main entrance.

The cottage, when the Gillicks first lived there, had no indoor sanitation or bathroom, and the path outside these buildings consisted of broken asphalt. During their tenancy they planted the trees, the hedge surrounding the burial ground, the grass and the four fig trees

in the centre, and with their own hands collected and laid the stones and pavings which now form the broad path.

In the course of time Mr. Gillick, who was a sculptor, designed and erected the porch leading into the cottage and also the bench of Portland stone at the far end of the garden. The unique surroundings as they now appear are due to the foresight of two people at the beginning of their careers. In both cases they achieved fame and both were experts in lettering. An example of his work can be seen on a stone in memory to the firewatchers which is just inside the entrance to St. Paul's Cathedral in the floor. After his death in the early fifties Mrs. Gillick gave a statue of a nude girl for the sunken courtyard of the New Change building of the Bank of England. At the end of her life she created the impression for the Queen's coinage."

4. *Duke of York's Headquarters*

We are grateful to Mr. Marcus Worsley for approaching Mr. Johnson Smith, Parliamentary Under Secretary to the Ministry of Defence, from whom he has received assurances that any scheme of redevelopment of the grounds of the Duke of York's Headquarters would be fully discussed with the local authorities.

5. *Planning Applications*

We are now receiving from the Borough notices of Planning Applications, on which our opinion is kindly invited, at the rate of about 250 a year, in other words almost exactly one every working day, requiring our attention—that is to say a visit to the Town Hall to look at a plan, together with a visit in many cases to the site and often consultation with the applicant and with the neighbours who may be affected by a proposed development.

6. *The Pheasantry and Jubilee Place*

The Public Inquiry which opened on 11th January, 1972, continued on 12th January, 29th February, 1st, 2nd and 7th March. Mrs. Lewis, Mrs. Orde, Mrs. Carvalho, and I attended this Inquiry throughout. The following letter I sent to the Inspector explains the attitude of the Chelsea Society at the Inquiry:

J. M. W. POOLE, ESQ.

11th March, 1972

INSPECTOR

PHEASANTRY (KING'S ROAD, S.W.3) INQUIRY

MINISTRY OF THE ENVIRONMENT

CAXTON HOUSE, TOTHILL STREET, S.W.1

Dear Sir,

As I promised at the Inquiry, I send you an amended version of my statement of 7th December, 1971:

1. I wish to explain that the greater force and fullness of that statement

over the objections made in my letter to the Royal Borough of 15th November, 1970, were due to:

- (1) My discovery of a strong local feeling in Jubilee Place.
 - (2) The stimulus given by the calling in of the application by the Secretary of State for the Environment.
 - (3) Sympathy with the owner of No. 9 Jubilee Place who after proper searches and consideration of building plans has built a stylish new house, opposite which it is now proposed to site entrances and exits for commercial and private vehicles.
2. This Society regrets the intended demolition of 12 Jubilee Place and feels that the architect might have been resourceful enough to incorporate it as part of the entrance to the flats.
 3. We are worried that the Pheasantry arch will not be connected to the new building. This detachment seems awkward and to reduce the function of the archway as the entrance to the courtyard. We would prefer the way in between the corner of the shop and the wall of the archway to be blocked.
 4. We would like a horizontal line across the podium between the ground and the first floor level, to continue the normal line along the top of the shop fronts of the King's Road.
 5. We share the residents' anxiety that the garage and service entrances on Jubilee Place will add serious congestion to a small street which is already congested. We welcome the developers' suggestion of an increase in the area of the service vans, and of a "no right turn" notice to the vans coming out of this area.
 6. At the same time we object to the extension of the commercial use of buildings a great deal further up Jubilee Place than formerly. Without this extension the service entrance could be much closer to the King's Road end of the street.
 7. While preferring a development of less depth, or at least less commercial depth, we are also concerned about the height of the proposed building, which will dominate the outlook from nearby streets. We ask that it be reduced by one floor.

No decision has yet been issued from the Department of the Environment.

7. *Tedworth Square*

A planning application by the Cadogan Estate to rebuild the north side of Tedworth Square met with considerable opposition from residents both in Tedworth Square and in Smith Terrace. The attitude of our Society is shown in a letter written to the Borough Planning Officer on 28th February as follows:

28th February, 1972

Dear Mr. Hudson,

Tedworth Square

With regard to the proposed development of the north side of this square, is the Borough really assured that these solidly built Victorian houses have in fact come to the end of their natural life? They form a homogeneous terrace which many would be sorry to see go.

We have no particular objections to the style of the new houses proposed, but we greatly deplore the plan for running a road through the gardens at the back. If the houses must have garages provided, cannot some other solution be found? Could not room be found for parking places perhaps at either end of the terrace involving destruction of very much less garden area? Should this be done neither the studio house nor the mews house would presumably be built.

It seems a great pity to lose all that greenery and quietness at the back, from the point of view both of the Tedworth Square residents and of those living in Smith Terrace on the south side, whose property will become very much less attractive if the proposed road is made. The price seems an inordinately high one for the provision of individual garages for the Tedworth Square houses.

Miss Medicott and I approached Lord Cadogan who kindly discussed various aspects of the proposal with us, and later we arranged a meeting in my house between some members of our Council, Mr. Methuen, Mr. Hudson, and Mr. Taylor, Lord Cadogan's architect. We sought to persuade Mr. Taylor of the feasibility of digging a tunnel beneath the Tedworth Square houses to accommodate the cars, or perhaps of building a separate general garage at the west end of the terrace.

The planning application has now been withdrawn.

8. *33 Tite Street*

A proposed conversion of this house, designed by Godwin, into nine self-contained flats would leave the façade as it is except for an addition on the roof. The interior, however, would be drastically changed, two of the three magnificent studios, associated with Sargent, Whistler and John, being scrapped and made into four rather cramped flats. Our Society objected strongly to the proposed internal development "and especially to the removal of the studios which are such a valued and characteristic asset to a house in Chelsea, and particularly in this famous street".

9. *Pier Hotel Site, Cheyne Walk, Oakley Street*

On 24th May, 1972, a note was sent to us of a Planning Application to erect a block of 129 flats with garage plus a public house, restaurant

and two shops at ground level on Cheyne Walk frontage. We commented as follows:

"This Society has spent much time and energy in recent weeks in publicly extolling at the West Cross Route Inquiry the beauty and unique quality of the houses along our Chelsea riverfront. It was a matter of great regret to us that we were unable to include in our proud catalogue the Pier Hotel with its worthy neighbours that so charmingly formed the western crescent to the southern entry into Oakley Street, for they were demolished but a few years ago. Since that time, plan after plan has been presented for hotels or crypto-hotels or blocks of flats upon this site, one as shoddy as another. Not once has the beholder of these crude elevations been able to tell himself that here was a splendid architectural challenge being splendidly met.

The latest plans before us are no more distinguished than their predecessors. The crescent on the west fails to harmonise with that on the east, either in shape or appearance. The discord is accentuated by the projecting balconies. The architectural treatment of such an important site in London should surely be put into the hands of one of the most sensitive and responsible architects in the land, chosen for his capacity of producing a design of the necessary quality."

10. *Environment Advisory Committee*

On 15th March, 1972, the Council of the Royal Borough of Kensington and Chelsea decided to appoint an Environment Advisory Committee with the following terms of reference:

- (1) To discuss long-term development plans affecting the Borough.
- (2) To discuss the environmental implications of current committee decisions with a view to making policy recommendations for their future guidance.

The Committee was accordingly constituted to include members of various Borough Committees, together with members of the minority party, representatives of the Kensington and Chelsea Societies, West London Architectural Society, Chamber of Commerce, and two persons distinguished in the Borough for their environmental knowledge. Councillor Sir Malby Crofton was appointed Chairman and Councillor P. H. Methuen, Vice-Chairman.

The Council of the Chelsea Society voted that its Chairman should be the Society's representative on the new Committee.

The first meeting on 8th June was concerned with procedural affairs. Members were asked to submit details of matters they would like to raise at future meetings so that these could be included on the agenda paper with accompanying reports where possible. I accordingly raised a question which is continually with us. Can a policy be formulated

with regard to the erection of additional storeys? For the next meeting, which took place on 13th September, the Borough Planning Officer had prepared a Report on this matter, which was discussed, together with various other matters of constant concern to those who give opinions on planning applications, such as high buildings and the judgement of planning applications in relation to their effect on neighbouring buildings.

The initiative of the Borough in creating this Committee is much to be applauded and we are gratified at being asked to send a representative to it. We expect it to be of great help in keeping us in line with the Borough in affairs of environmental policy.

The Borough's Report on additional storeys was as follows:

(1) The Council will view all proposals for the erection of additional storeys in the context of the heights of neighbouring buildings. If a proposed storey would rise above the general roof line, and particularly if it would rise above a hitherto unbroken parapet or ridge line, and thereby obtrude upon an existing skyline, there is a presumption against planning permission being given. As a general rule, however, additional storeys may be permitted in principle if there are already such additions existing as a precedent in the immediate vicinity or terrace. Thus all proposals will be judged in relation to:

- (a) their effect upon the character of the street or terrace,
- (b) the design relationship to the building itself, and
- (c) their effect upon the skyline as seen from neighbouring houses.

Particular emphasis is given to these factors in designated conservation areas, and in these areas the Council intends to prepare a sheet by sheet statement of policy.

(2) The Council will expect to see that any additional storey is designed to safeguard daylight and sunlight to neighbouring land and buildings.

Generally, any additional storeys should be set back from the front and rear elevations of a building in order to allow a reasonable amount of daylight to reach properties opposite. It is considered that this lighting is safeguarded if such additional storeys are set back to rise from behind a parapet gutter within a line drawn at an angle of 45° from the top of the existing parapet wall. A set-back in this form also minimises the visual impact of the new storey as seen from the street or from other houses nearby.

(N.B. In certain circumstances sunlight criteria referred to in "Daylight and Sunlight" issued by the Department of the Environment will require a greater set-back.)

(3) This consideration i.e. the set-back, also applies to brick fins which are often built on the party walls on either side on an additional storey. These must be kept to the minimum size compatible with fire regulations.

(4) In certain circumstances dormer windows will be allowed to intrude outside this 45° line but such windows should not have a width of more than half of the total frontage width.

(5) The style, size and positioning of windows on the elevations of the additional storey should, where practicable, match or be in architectural sympathy with the windows on the lower storeys of the building.

(6) More detailed consideration is being given to this question in conservation areas and it is anticipated that a further policy note will be published.

11. *Epstein Carving*

A stone carving by Sir Jacob Epstein of a female figure, presented to the Royal Borough by the sculptor's widow, was unveiled by Admiral Sir Caspar John in Roper's Garden, Cheyne Walk, on 3rd June. It was the first event on the opening day of the Borough's Arts Festival 1972.

The carving, an unfinished bas relief, dates from 1950. It is set on a circular concrete podium designed by Stephen Gardiner.

12. *Noise from Commercial Premises, King's Road*

The Borough initiated a Bill which on 27th July became the K. & C. Corporation Act 1972.

The legislation which the Borough had hoped for therein, to restrain the use by shops of amplifiers and other causes of noise offensive to passers-by or to residents, was not included in the Act, having not received the necessary support in the House of Lords Committee.

One of the Borough's witnesses who appeared before the Committee was Mr. R. W. Burlton, Secretary of the Markham Square Residents' Association. His evidence was as follows:

NOISE FROM COMMERCIAL PREMISES, KING'S ROAD, S.W.3

The pattern of trading activity in the King's Road has changed radically over the last five years from an area of shops which served the daily needs of the local community to an almost unbroken series of so-called "boutiques". These constitute a fashion centre for, in the main, teenage people who are in no sense local, but come from out-lying districts in very substantial numbers.

They perambulate up and down King's Road and in addition to the shops which specialise in their attire, cafés, restaurants, clubs and public houses have adapted themselves to cater for the young people who visit the area.

As a result of this fundamental change in the trading activity, a noise nuisance has developed which is profoundly disturbing to the local residents.

The noise emanates from two broad categories of commercial premises:

1. SHOPS OR SO-CALLED "BOUTIQUES"

These are without exception clothing shops, usually for girls, which endeavour to attract additional custom by blaring out "pop" music on records transmitted by powerful loudspeakers. Whilst some keep the loudspeakers reasonably contained within their premises and are thus no real problem, others deliberately place their loudspeakers at the front of the shops to create more noise to attract potential customers. It is this latter practice that local residents find an intolerable nuisance, as the noise penetrates their homes.

Example:

(a) *Shop called "Crumble", No. 75 King's Road, S.W.3*

This is by far the worst offender in the area adjacent to Markham Square and has been the subject of almost innumerable and constant complaints from the residents, both to the Markham Square Residents' Association and to the proprietor of "Crumble". Complaints re the noise from "Crumble" were minuted at the inaugural Annual General Meeting of the Markham Square Residents' Association, on 17th April, 1971 and have continued ever since.

Two notices have been served on the proprietors of "Crumble" threatening prosecution if the noise is not abated, but these and many personal approaches have only a temporary effect as the proprietor has told the writer that he knows that the worst penalty that he can incur is a small fine of £5 or so.

There is thus no effective sanction against this type of nuisance.

(b) Other shops who play loudspeaker "pop" music are: "X Clothes", No. 158; "Z", No. 160; "Kleptomania", No. 162; "Westerner", No. 170; "Sir Mark", No. 192; "Jeans West", No. 135; "Carvil", No. 103; "Gee"-2, No. 61; "The Drug Store", Nos. 47-49; "Dandy", No. 35; "Mates", No. 128; "Sachs International", No. 82; and "Stop the Shop", Nos. 130-132.

Whilst the level of noise clearly varies from time to time, the writer's own experience over a period would indicate a classification of two groups. The larger number who play "pop" for the benefit of customers once inside, and where the level of audible sound outside the premises does not create a nuisance, and a smaller number who focus the loudspeakers towards the street in order to attract attention and beyond doubt create a nuisance to local residents. "Mates", "The Drug Store", "Kleptomania" and "Z" together with "Crumble" fall into this category, with "Crumble" an outstanding offender.

2. PUBLIC HOUSES

The "Trafalgar" No. 200, has a band who play loudly and the

sound through the largely permanently open doors must be trying for residents within some 200 yards.

The writer, as Secretary of the Markham Square Residents' Association, has first hand experience of the many complaints from fellow residents in respect of the excessively loud noise from the "Markham Arms" No. 138.

This "pub" has an open garden area at its rear backing on to Markham Square and Bywater Street rear gardens. It has a "Juke Box" which blares out through the open garden doors of the "Markham Arms" and causes considerable disturbance to the residents on the east side of Markham Square and the west side of Bywater Street. There are several young families living near the "pub", particularly at Nos. 44 and 48 Markham Square, and it is quite impossible to sleep in the summer months until the "pub" has cleared out, say until 23.15 hours which, for children in particular, constitutes a grave health hazard, to say nothing of the impossibility of residents using their gardens or opening their windows. This matter has been reported to the Medical Officer of Health with a request for the "Juke Box" to be suppressed, but even if this be achieved it does not eliminate the nuisance from singing, shouting and obscene language from the non-local users of the "Markham Arms".

The tenor of the replies from the Medical Officer of Health and from the Brewery, Ind Coope Ltd., give a clear indication of the weak position which the Medical Officer of Health is in, in terms of exerting any control over this kind of noise nuisance.

The effect of any extension of licensing hours for Public Houses in this type of situation is unthinkable.

Thus the ability of Chelsea residents in the King's Road vicinity to enjoy the quiet of their own homes is being interfered with, unreasonably, by the persistent noise nuisance from the King's Road, created by commercial owners and non-residents.

A growing body of local sufferers from this nuisance demands increasingly authoritative measures to control this threat to normal living and indeed to health.

R. W. BURLTON, *Hon. Secretary*
Markham Square Residents' Association.

Undeterred by its failure in the House, the Borough then made a bye-law, which after being confirmed by the Home Office, came into force on 1st September, 1972. This bye-law prohibits the use of amplifiers, radios, etc., in public places or commercial premises, that may cause annoyance. Fines of up to £20 may be imposed for infringement.

The *Chelsea News* examining the reaction of the noise-makers to the bye-law reported that the manageress of "Crumble" said, "It is only a £20 fine. It is worth that to keep playing the music. We have to have loud music to attract customers. There is so much competition in King's Road."

We are advised by the Borough Solicitor that anybody wishing to complain of such noise should do so to the Public Health Inspector. It is felt that the modest fine of £20 might well prove a deterrent if it were imposed with determination, week after week, perhaps day after day.

13. *King's Road Action Committee*

This association of young Liberals approached us early in the year with a plan for closing parts of the King's Road between the Old Town Hall and Sloane Square to through traffic, allowing only buses to use those parts. Of course, we were interested in such a plan, but the fact at once became apparent that authority could hardly take such a plan seriously until a great deal more work had been done upon it. As the King's Road is a metropolitan road the authority responsible for it is the Greater London Council which has suggested that the Committee should formalise its scheme and back it up with figures. This work is now going on. In the meantime the Committee has issued a first draft of its plan prefaced by the following remarks:

KING'S ROAD ACTION COMMITTEE

The King's Road Action Committee is a local group of Liberals which has prepared a scheme for the closure of King's Road, Chelsea, to through traffic.

The Committee is supported in this campaign by the West London Society of Architects, a branch of the Royal Institute of British Architects, by a number of King's Road Shopkeepers, by some Councillors, and the Chelsea Society has expressed its keen interest.

THREAT OF WIDENING

The reason for this scheme is that if the present plans by the G.L.C. are implemented, King's Road cannot remain as it is today. It will be widened.

In the G.L.C.'s book "Secondary Roads Policy", the G.L.C. has chosen 1,000 miles of main road in London which will in the future cater for through traffic. These roads will be at least four lanes wide, will probably be clearways, and may have a central reservation. Pedestrians will be able to cross the road only at certain points, where there will be pedestrian lights. Westway, Finchley Road, and King's Road are—as far as the G.L.C. is concerned—all in the same road category.

EFFECT OF WIDENING

If King's Road is widened, it will cease to be the shopping street it is. By virtue of forbidding pedestrians to cross save at selective and rare points, the shops on either side of the road will become isolated from each other. This has happened in other main roads, such as Finchley Road.

In addition to this, the G.L.C. plans to narrow the pavements, and erect crush barriers along them. This will remove from King's Road its atmosphere of a street.

CONCLUSION

If King's Road is to retain its shopping character, it cannot be widened. Consequently it must be removed from the G.L.C.'s secondary road network, and through traffic must be routed away from it.

ALTERNATIVE

The King's Road could be closed to through traffic between the Old Town Hall, and Sloane Square. There would be a bus lane, allowing buses to use the road, bicycles would also be permitted, and taxis could use the road after 6 p.m.

14. *Albert Bridge*

My last Annual Report took the story as far as the Public Inquiry in July 1971 at which strong opposition was voiced to the proposal of the G.L.C. to build a prop under the centre of the bridge. Our Society joined in this opposition and asked that the question of building a prop should be deferred until the momentous decisions concerning the West Cross Route and the river crossings associated therewith should be debated. Such debate must take place in the very near future.

The Report of the Inspector who had held the Public Inquiry was forwarded to us on 22nd November, 1971, enclosed in a letter from the Department of the Environment giving its opinion in the matter. The Inspector's recommendation was in line with that of the Chelsea Society. As certain essential repairs were necessary to the deck of the bridge he recommended that traffic should be restricted to one lane while those repairs were made. Meanwhile a decision on the application to build a prop should be deferred.

The Secretary of State for the Environment, declaring that in the interests of public safety it was important that an early decision should be reached, referred back to the G.L.C. for its opinion of the security of the bridge being used for a single lane of traffic. The G.L.C.'s answer to this question, sent on 20th December, was as follows: "The Council does not consider that a reduction of traffic loading resulting from single lane working would make a sufficiently significant reduction in the possible pattern of overall loading to remove the concern which the uncertainties of the structure give rise to."

The objectors were then asked for their observations on the foregoing correspondence. I wrote on 28th January repeating what I had said at the Inquiry about the decisions for river crossings that must accompany the West Cross Route proposals. My letter concluded: "It seems to us that those decisions and any plans for the future of Albert Bridge must

be interdependent. The Society would accept the closing of the bridge to vehicular traffic temporarily and indeed would welcome it permanently if the aforesaid decisions were to provide adequately for north-south traffic by another bridge."

The verdict of the Secretary of State for the Environment was given in a letter of 13th March, 1972, to the G.L.C. by which he gave permission for the provision of a temporary pier to support Albert Bridge. In his view "the pier must be regarded as an interim solution to the immediate problem, designed to give a reasonable period of time for considering all the related problems concerning the future of the bridge, and he is anxious that it should not come to be regarded as a permanent fixture. It is therefore considered that permission should be given only until the end of June 1977," when the pier will be removed.

In a letter to this Society of 21st March, 1972, the Director-General of the G.L.C. informed our Society of the Secretary of State's decision and of the decision of the appropriate committee of the Council that the bridge should be closed to vehicular traffic and its use limited to pedestrians for four months from 1st April, 1972, to allow essential redecking and certain steelwork repairs to be carried out. These works would commence in mid-April and, on completion consideration would be given to the re-opening of the bridge pending the provision of the temporary pier later in the year.

On the 14th August last the following statement was issued by Sir Malby Crofton, Leader of the Council, and Peter Methuen, Chairman of Town Planning:

"Wandsworth Borough Council have suggested that the Albert Bridge, which is at present closed for repairs, should be closed permanently to motor traffic.

Wandsworth have found apparently that the traffic situation caused by the closure is of benefit to them. Although our own experience in the matter of traffic is less favourable, nonetheless we support—subject to what follows—the proposition that Albert Bridge should be permanently closed to motor traffic and reserved for pedestrians and cyclists only. From our point of view, this would have a number of advantages:

1. It would obviate the need for further expensive repairs to Albert Bridge and in particular the unsightly prop to be inserted under one of the arches.
2. It would reinforce the Royal Borough's repeated arguments, supported by the Chelsea Society and many other interested bodies, for the *concurrent* construction of the new bridge over the Thames to connect the West Cross Route (if it is to be built) with Battersea. The G.L.C.'s present plan is to defer this bridge to the second phase.

3. The construction *now* of the new bridge would simply mean replacing one bridge by another, and the arguments about traffic generation in Battersea would be largely met. The situation would be little worse for Battersea than if Albert Bridge were restored to road traffic as planned.

4. The cost of such a new bridge would be substantially covered by the savings on the Albert Bridge repairs and the no longer needed—and always regrettable—widening of Battersea Bridge and destruction of Whistler's Reach.

We are now awaiting the outcome of the West Cross Inquiry. We believe that, if the G.L.C. were to accept the points advanced in the foregoing they would be in time to ensure a favourable outcome from that Inquiry, i.e. that the West Cross Route should be built as they desire, but that the strongly expressed wish (for a concurrent bridge) of the Borough, the Amenity Societies and indeed the local residents would also be met.

We therefore urge the G.L.C. to call an immediate halt to the plans for further major repairs to Albert Bridge and to reconsider as a matter of urgency their overall policy on bridges over that stretch of the river."

What a splendid statement! Could we have wished for anything better? Bravo, Sir Malby and Mr. Methuen!

15. *West Cross Route Inquiry*

You will recall that at our Annual General Meeting on 15th October last year, we were in a state of some uncertainty. We had not yet had time to give publicity to our Consultants' plan for a bridge to be built concurrently with the West Cross Route to take the road immediately over the river; we were far from being certain of what support we might receive from the Borough; and we faced the necessity of raising a lot more money. We quickly got to work on all these counts. Alex Orde kindly lent her studio to which we invited members of the Town Planning Committee to hear an illustrated talk by Stefan Tietz, our Consultant, on his plan. We followed this on 29th November with a public meeting at the Chenil Galleries where Messrs. Baden-Powell and Tietz carefully explained with diagrams the virtues of our plan for the road, and Mrs. Lewis described and illustrated with coloured slides the riverside that we hope to preserve. The hall was packed, and approval of our case seemed to be unanimous. Meanwhile the Borough's Town Planning Committee in its Report (No. 2) of 23rd November, 1971, had expressed itself to be largely in agreement with us. The Report says:

"In many ways the objections of the Chelsea Society are identical with those of this Council. Both accept the argument for a West Cross Route; both insist on the importance of the river crossing being built at the same time and both question the wisdom or need for widening Battersea Bridge. The Chelsea Society put forward the proposal that

the half-width motorway referred to as Phase 1 should be continued as a half-width bridge across the river. This is the same in principle as the Council's suggestion. The Society, however, go further than this and suggest redesigning the Chelsea Basin interchange by reducing its height and the area it covers. They also suggest connections in the Battersea area between the new bridge and the secondary network. In conclusion we wish to put on record our appreciation of the public spirited action which the Chelsea Society have initiated and encouraged in this matter, which is an example of public participation in its finest form."

At the same time, Mr. Hudson, the Borough Planning Officer, being examined on 24th November before the Panel of the Greater London Development Plan Inquiry at Haringey Civic Centre, pressed again and again on behalf of his Town Planning Committee for the building of a bridge concurrently with the building of the West Cross Route and expressed his concern for the Embankment if such building did not take place.

A further stimulus was given to our cause by a question asked in the Lords by Lord Chalfont. The question was "to ask H.M. Government when the West Cross Route is to be extended from Shepherd's Bush to the Thames Embankment; and when the bridge designed to carry it across the Thames is to be built". In his answer Lord Mowbray and Stourton referred to the separate inquiry which would be concerned with these matters. Lord Chalfont asked whether the noble Lord was "aware that if the West Cross Route is continued to the Thames Embankment under the present plan and no new bridge is built across the Thames until the second plan, there may be a gap of as much as ten years between the completion of the road to the Thames Embankment and the building of the bridge? Is he therefore aware that traffic using this road will have one of two alternatives; it can drive straight into the Thames, or it can turn along the Thames Embankment thereby destroying completely the environment of one of the most historic and beautiful parts of the London riverside."

Another speaker was Lord Conesford. "My Lords," he said, "is the Minister aware that the proposals regarding Battersea Bridge are completely insane?" Hear, hear, to both these utterances and many thanks to both these noble Lords for speaking as they did.

On the same day that this question was asked, 17th November, a letter appeared in *The Times* as follows:

CHELSEA TRAFFIC ROUTES

From Sir Anthony Wagner and others.

Sir, In the continual battle to keep Chelsea an agreeable place to live in, a decisive engagement is about to take place on our southern front. Some people think that today's traffic virtually obliterates the charm of Chelsea's Embankment. We of the Chelsea Society believe that all is not lost and have looked to the Motorway Box to improve things

for us, by taking much of the through traffic, that now pounds along our Embankment, across the river.

The building of the West Cross Route, however, seems planned only to increase the devastation. For there is to be an interval of several years between the construction of the route and the building of a bridge, during which a major road from the Route will bring a torrent of traffic, far greater than now batters us, onto our Embankment. By the time that the bridge is built, if it ever is built, Cheyne Walk may well have become uninhabitable.

This Society is hoping to avert such a catastrophe by appearing, at considerable expense, before one, or perhaps two, public inquiries in the near future, and trying to persuade the Ministry of the Environment to prevent the building of the West Cross Route down to the river without simultaneously building a bridge to take it over. Our Society has a plan for such a bridge.

"How like an amenity society," some may say, "just shifting the horror over onto your neighbour!" Such comment would be unfair in this case. By the G.L.C.'s own plans traffic coming down the West Cross Route and wishing to cross the river and then go south-eastwards or eastwards, will be directed over a widened Battersea Bridge, and presumably by a widened Battersea Bridge Road, into the centre of Battersea. By our plan the same traffic will be conveyed over the river to the same place by a bridge, without doing violence to Whistler's Reach or Battersea Bridge or Battersea Bridge Road.

The terraces on Chelsea Embankment make an exceptional concentration of buildings of special architectural and historical interest. The Chelsea Society sees itself here as the guardian not only of a local amenity but of an asset of national importance, indeed international, if the claims of tourism are admitted. Can we hope for at least the moral support of a much wider circle than our own members?

Yours, etc.,

ANTHONY WAGNER, President, Chelsea Society.

NOEL BLAKISTON, Chairman, Chelsea Society.

JOHN EHRLMAN.

CONSTANCE E. ARREGGER, Chairman, Crosby Hall Association.

M. R. GAVIN, Principal, Chelsea College of Science and Technology.

LEIGHTON THOMSON, Vicar of Chelsea Old Church.

J. M. RICHARDS.

Meanwhile, our appeal for financial guarantees to meet the further expenses which the lawyers informed us that we would almost certainly have to face, was having the response I have come to expect from the Chelsea Society, a surge of generosity that carried me like a cork well up onto the shore. So by the end of the year we were in good heart. Our propaganda seemed to be making quite a noise, and with the Borough we seemed to be going along almost arm in arm.

In the first week of the New Year we were suddenly plunged in a crisis when the Secretary of the Panel of the G.L.D.P. Inquiry wrote to announce to our lawyers that the Secretary of State for the Environment had (as we anticipated) decided to have an Inquiry into the G.L.C. proposals to amend the Initial Development Plan for a road from Shepherd's Bush to the River; and in view of this decision the Panel wished to make clear the scope of the evidence that they were prepared to hear from our Society. They would not consider the detailed scheme for the new road, or "the detailed arguments about the effect of this scheme on traffic flows in neighbouring streets, its environmental effect on nearby properties and about whether the bridge over the Thames should be included in the scheme". What purpose, we asked, would there then be in our appearing before the G.L.D.P. Inquiry at all? After a couple of days of keen discussions, our lawyers came to the conclusion that we would be well quit of the G.L.D.P. Inquiry, except for the submission of a written statement in general terms. Mr. Bretherton of Linklaters and Paines wrote to me on 6th January: "We are thus now able to orientate our minds to one objective and our proofs of evidence can themselves be reframed in order to produce the correct emphasis where the battle must really be joined, namely at the West Cross Route Inquiry."

This conclusion was hard upon Stefan Tietz whose proof had been compiled with an eye on several strategic matters which the G.L.D.P. Panel would certainly have been willing to consider. During the next few months Stefan was continually wrestling with one or other of our lawyers, in the framing of his brief. Which, in these combats, was the angel, I will not say. I will only state that when at last he presented his proof at the Inquiry, and underwent cross-examination, he gave a most excellent and lively performance to the great satisfaction of our side. Our debt to his intelligence, persistence and patience is very great.

We had been going to appear before the G.L.D.P. Panel early in February. We now had a breathing space, for the West Cross Route Inquiry was not due to open till near the end of March, and our Counsel was in favour of our appearing as late as possible, perhaps not till May. During this period, while the evidence of our witnesses was being prepared, we were busy poring over plans, changing the shapes of sentences, and discussing our policy with friends and foes and particularly with those whom we might hope to bring over to our way of thinking: with the Battersea Society, the Hammersmith Society, the West London Architectural Society, Mr. Michael Thomson of L.A.T.A. and Mr. Douglas Jay, and the planning officials of the Borough of Wandsworth. Amongst our friends I would like to mention Mr. William Bell, one of the Borough's representatives on the G.L.C., who has been a most sturdy supporter of our case throughout, and has raised his voice on our behalf at County Hall; and Councillor David Collenette who steadily supported our case in the Borough Council.

At length on 28th March the West Cross Route Inquiry opened at the Fulham Town Hall, before the Inspectors, Mr. K. C. Jeremiah and

Mr. R. J. Soper. Mr. Iain Glidewell, Q.C., appeared for the G.L.C., Mr. George Dobry, Q.C. for the Chelsea Society.

The opening session was a joyful occasion for us. The Council Chamber and its gallery proved quite unable to accommodate the crowd that had assembled. When no more standing room could be made, people had to be turned away. There could be no doubt whatever that the subject of this Inquiry was one that many people cared much about. Thanks to all our supporters who came and made a crowd that day.

During the two months that followed there were not many hours while the Inquiry was in session, in which the Chelsea Society was not represented in the hall. Dobry's junior Counsel, David Wyld, was there most of the time, so were Mrs. Lewis, Mrs. Carvalho, Miss Medicott and myself, and there was often a sprinkling of other Chelsea Society people present. We became well known in Dino's restaurant opposite the Town Hall. On the days of the appearance of our witnesses and especially on the day of Dobry's closing speech the Chelsea Society was there in force. Thanks to those who made the time to attend.

The Royal Borough of Kensington and Chelsea, whose case was heard a little before ours, voiced opinions entirely consistent with those of the Chelsea Society. The proofs of evidence of Messrs. Sanders and Goldring again and again took the words out of our mouths. For example, "The Greater London Council," said Mr. Sanders, "has not included a river bridge at the southern end of the West Cross Route in its current application. The Council (K. & C.) considers that the construction of such a bridge with adequate connections to the secondary road system south of the river Thames is essential for the protection of the environment of the north bank and in particular of the character of the Embankment which will suffer from further traffic growth." Hear, hear! And hurrah for Mr. Dennis Piper who appeared on behalf of the Chelsea Conservative Association, which aligned itself stalwartly with us.

At length, on 9th May, our turn came. The hearing of the Chelsea Society's witnesses occupied four days. Lord Conesford, Mr. Marcus Worsley, M.P., for Chelsea, and the Chairman of the Chelsea Society, put forward cogent objections to the G.L.C.'s scheme. Mrs. Lesley Lewis described the architecture and historic interest of the threatened area and Mr. F. R. Baden-Powell gave evidence of environmental quality and the damage which would be done to it. Mr. N. J. Grantham spoke for the houseboat owners on Whistler's Reach, most of whom would lose both their homes and a way of life which contributed much to Chelsea's social diversity. Mr. Tietz presented a detailed report, on which he was exhaustively cross-examined, and gave costings which compared favourably with those of the G.L.C. even though they included a new river bridge at Chelsea Basin. Finally, Mr. H. T. Cadbury Brown, spoke for the prospective tenants of the Royal Borough's World's End redevelopment scheme, now under construction, and of the advantages to them of the Chelsea Society's scheme as against that of the G.L.C.

Mrs. Rochatte, a mother with young children, gave evidence of the difficulties of mothers in the Lamont Road-Park Walk area in reaching open spaces where children can play. If the G.L.C. plans for Whistler's Reach and Battersea Bridge are realised, she felt that the journey for a mother with a pram to Battersea Park will be even more unattractive than it is at present. We thank Mrs. Pickthorn for her initiative in this matter.

Finally, more than a month later, the date having been postponed owing to the illness of one of the Inspectors, on 16th June, our Counsel delivered his closing speech. For nearly four hours he laid about him. It was a treat.

At this point I would like to quote a few sentences from a letter of Derrick Bretherton to me of six months earlier when I was trying to call a halt to the legal expenses we were threatened with. "I have no doubt," he wrote, "that with funds at present available, you will be satisfied when the West Cross Route Inquiry is over that the Society will have worthily acquitted itself of its duty to its members. That is a very different thing from winning one's case." Again, "If this objection was being pursued on behalf of a commercial company there is no doubt in my mind that they would pursue it in order to win on their own merits and on that basis I would consider that £6,000 would not be sufficient to cover the costs involved, even exclusive of Mr. Tietz. I think that £8,000 exclusive of Mr. Tietz would be enough."

(If £8,000 seems to most of you a big sum, I must record my impression that if the lawyers had done for a commercial company the amount of work they did for us, a very much larger sum would have been asked than was asked of the Chelsea Society.)

"The issue, therefore, is to determine whether we fight to win or whether we make a more limited contribution to the West Cross Route Inquiry and hope that our contribution when added to the contribution of other objectors will be sufficient to protect the Embankment. If that is the decision we take, then we must bear in mind that the other objectors will not necessarily regard the protection of the Chelsea Embankment as the prime objective of their evidence and this is where I see the weakness."

I have quoted from this letter because I would like to hear from those who listened to our Counsel's speech, and those who will read it, that they think, as I certainly think, that George Dobry was speaking to win; and that we were right to close with Linklaters and Paines for the higher figure. We could not, if seemed to me, have had our case more fully or more forcefully put. We are abundantly grateful both to our Counsel and to our Solicitors for their performance.

For those who did not hear the speech and did not also hear what was said by our various witnesses, the lawyers have prepared books of all our evidence. The delay in our receiving them, and we have only got

hem this morning, is due to the time taken in translating the G.L.C.'s shorthand notes of Counsel's speech into readable typescript. I had ordered three copies of these books: one will not leave the archives of the Chelsea Society; one will be kept by our Hon. Secretary; the third will be deposited in the Chelsea Reference Library in Manresa Road where it may be read.

In these volumes, as I have said, you will find not only the written contributions that we have paid for, but those that were given. And how much indeed has been given in this cause! I cannot sufficiently thank our Secretaries, Treasurers and Francis Baden-Powell for the untiring work they have put into this business during these West Cross Route years; and John Ehrman for helping with the raising of the money; and Lord Conesford and Marcus Worsley for statesmanlike advice on various occasions, and for their interventions; and all our Council for the zest they have maintained year after year. And I wish particularly to thank the members of our West Cross Route study group, which met in Francis Baden-Powell's house, under his chairmanship, during the winter of 1970-71. They included Lesley Lewis, J. M. (now Sir James) Richards, James Ellis, Stefan Tietz, Antony Mauduit and M. L. Wolfe-Barry, who collected and discussed information that enabled the Society to base its case on a firm foundation of facts from the start. They did indeed formulate our soon familiar policy of pressing for the construction of a new bridge at the same time as the building of the West Cross Route, to relieve Cheyne Walk of the deluge of traffic threatened by the G.L.C. plans. They gave much time to the business and their pioneer work was invaluable.

Then there are all of you. Without you, of course, we could have done nothing. Various people have said to me that they would prefer that a subscription list should not be published, and I have agreed to such inaction. At the same time, I know, perhaps I alone know, all the facts. May I, herewith from my knowledge of your great individual generosity, say thank you most sincerely to each subscriber. Your timely and comfortable cheques have, for me, again and again converted what might have been many an anxious night of doubt and sorrow into peaceful nights of placid slumber. Thanks.

I am, however, reluctant to omit mention of the generosity of two collective donors, the owners of the houseboats on Whistler's Reach, fighting for their lives, and the Crosby Hall Association and the London Association of University Women, who are also in our front line.

And I can on no account fail to mention, with the most profound gratitude, the names of Lord and Lady Normanby, without whose lavish contributions we should have had to toil a great deal harder to reach the sum we have raised, with which we are now in process of settling our accounts to the amount of £10,680.

I may be asked whether there has yet been any official reaction to the West Cross Route Inquiry. Not that I know of, but a press statement issued on 5th September by Mr. Richard Brew, Chairman of the G.L.C. Environmental Planning Committee, clearly is of concern to us. "Some form of ringway," says the statement, "is becoming increasingly vital if we are to improve the environment of inner London." Mr. Brew's way of achieving this end as soon as possible is by dropping the North Cross Route and using instead the North Circular Road (part of Ringway Two) in combination with the proposed east, west and south Cross Routes of Ringway One. If this combined route is accepted by the Council, "it will necessitate building a new Thames bridge at Chelsea sooner than was planned."

These last words are of course agreeable to us. But how far, I wonder, do they carry us? I wrote to Mr. Brew on 20th September as follows:

"Thank you very much for sending me your two Press statements, and thank you for paragraph 8 in the first of them in which you say that a new Thames bridge at Chelsea may be built sooner than was planned.

This, of course, is welcomed by us, though the sentence is only a crumb. You must know perfectly well what has been the subject of our agitation for five years or so, and what it is that the Royal Borough and ourselves are now most urgently asking for. It is in the hope of saving Cheyne Walk from the disaster threatening it by the G.L.C.'s current plans for the West Cross Route that we press for a new bridge to be built *concurrently* with the Route.

It is only in the hope that once that bridge is built there will be no need for the widening of Battersea Bridge and the destruction of Whistler's Reach, and the G.L.C. will be willing to drop such a destructive plan, that we have given our conditional support to the West Cross Route.

Are you able to offer us some bigger and better crumbs?"

The meeting was then opened for discussion. Margot Eates spoke about aircraft noise.

After congratulating the Chairman and Council on their magnificent efforts she expressed the gratification of the Action Committee on Aircraft Noise for the active support they had always received from the Chelsea Society. She then went on to say that the Action Committee had some very positive achievements to record. In conjunction with other organisations, like the British Association for the Control of Aircraft Noise and the extremely active Association at Kew, they had completely altered the attitude of the Government and the public to the problem of aircraft noise. The aircraft manufacturers were now on their side and at two national conferences during the past summer had expressed confidence, given time and adequate funds, of being able to quieten future aircraft

so as to conform to standards publicly acceptable; new planes coming into service were much quieter thanks entirely to these efforts. However, the complete peace enjoyed over the past six and a half weeks is not an indication of Chelsea having been freed from aircraft. Jet airliners have to land into the wind and Chelsea is still, and will remain, under the direct route to the northern runway at Heathrow when the wind is in the west, which is for a large part of the year; this peace has been solely due to an unusual prevalence of east winds since the beginning of September. With the powerful assistance of Mr. Marcus Worsley, however, the Action Committee won a notable concession from the Department of Trade and Industry, which controls air traffic. The long-contended principle that air traffic at a high rate (often one plane every 90 seconds) is only tolerable if combined with RESPIRE AND THE KNOWLEDGE OF RESPIRE has been accepted, and the Department of Trade and Industry has agreed to take most landings on the northern runway in the morning and early afternoon, up to 3 p.m., and on the southern runway thereafter. Before September this had resulted in a noticeable improvement and it must be ensured that this is maintained now that the south-west winds have returned. It must be remembered that every aircraft flying over the Borough can disturb at least 18,000 people in every linear mile of its overflight. Though the Action Committee is pleased with the limited concession won, the daily alternation of routes would have been preferable to alternation within the day, since it would have meant that every second Saturday and every second Sunday would have been relatively peaceful—a concession which would have been particularly welcome to all the churches in Chelsea. The Action Committee would welcome help from members of the Chelsea Society in reporting any periods of severe or continuous disturbance between 3 p.m. and midnight since early consultations with the Department of Trade and Industry are expected and eternal vigilance is the price of freedom.

John Yeoman urged members to continue to complain whenever they experienced excessive noise, because a reduction to 8,000 complaints from 10,000 complaints had been taken as an indication that the public were beginning to accept it.

A question was raised about the work being done on houses in Danvers Street that appeared to have been halted. The Chairman promised to make inquiries.

For the rest, the interventions from the floor mostly consisted of expressions of approbation of the Report, including a vote of thanks proposed by Mr. R. A. Chisholm. This was most gratifying to the Chairman.

The meeting then adjourned for wine and cheese.

Mr. and Mrs. Pocock are much to be thanked for taking charge of our Christmas cards again this year. Brisk business was being done at their stall during the evening.

Chelsea Embankment

The Chelsea Society's architectural evidence at the West Cross Route Public Inquiry 1972

(Objection No. 21A)

1. The Chelsea Society was formed in 1927 with the declared object of "protecting and fostering the amenities of Chelsea". It has almost eight hundred members living in Chelsea, including many who have lived there for a long time and who have contributed much to its life and character.

2. The Chelsea riverside area, of which the amenities are threatened by traffic from the proposed West Cross Route, runs from the Creek, slightly upstream of Battersea Bridge, as far downstream as Chelsea Bridge. West of Battersea Bridge there is a natural foreshore, and house-boats are moored here and used as permanent dwellings. They are well-maintained, indeed cherished, by their owners, are picturesque and pleasantly diversify the local way of life. This stretch is traditionally called "Whistler's Reach" and is now the last reminder of what riverside Chelsea looked like when it still had a shore washed by the tide, busy with boats and boatbuilding and beloved by painters.

3. To those who know the history of Chelsea the development and structure of the Cheyne Walk and Embankment scene is still apparent. In Tudor days, Chelsea was "a village of palaces" which stood back from the river with gardens down to its banks. These were Henry VIII's Manor, Shrewsbury House, Danvers House, and Beaufort House, formerly Sir Thomas More's. In the early eighteenth century these were all still standing and Lindsey House had been added at the western end. The Old Church was there and east of it was Prospect Row, of which little now remains. Sir Hans Sloane in 1712 bought Henry VIII's Manor from Lord Cheyne and on its site and garden built the houses at the east end of Cheyne Walk. He also bought and demolished Beaufort House, standing in grounds which straddled the present Beaufort Street and which were built on by his heirs. Danvers House has its name commemorated by a street, and Shrewsbury House by a modern block of flats. The different dates at which these great houses fell to the developers are a clue to the varied character of the riverside houses.

4. In 1875 an embankment was built on the north bank and this considerably altered the scene. It allowed a new road to be built from Chelsea Bridge, parallel for much of its length to the existing Cheyne Walk, which became separated from it by a strip of garden. Just west of Battersea Bridge the embankment ends and the new road, having merged with Cheyne Walk near the Old Church continues until, at a curve of the river, it turns north to become Cremorne Road. In the expression "Chelsea Embankment" witnesses will usually be referring

to Cheyne Walk and the Embankment road, whether separate or merged, the terraces and gardens on about a mile and a half of the north bank, the foreshore of the western end and the northern bridgeheads of Battersea, Albert and Chelsea Bridges.

5. From Chelsea Bridge on the east to Blantyre Street on the west the area defined above is included in Conservation Areas 6 and 7, designated by the Royal Borough under S.1 of the Civic Amenities Act 1967. About half the buildings, and many other features, are listed under the provisions of the Town and Country Planning Act 1962, and even where houses are not listed they are of good quality and well-maintained, entirely worthy of a Conservation Area of outstanding quality. In this Proof they will be described from upstream in the reverse order of street-numbering, since this is the direction from which the proposed new road would come.

6. The riverside is Chelsea's outstanding amenity and it is also an outstanding feature of London. Considerable entries are devoted to it and its buildings in leading guidebooks such as *The Shell Guide*, the *Blue Guide*, Pevsner's *Buildings of England*, Piper's *Companion Guide to London*, and Baedeker. In the London context Chelsea Embankment is architecturally of the order of importance of Queen Anne's Gate and the Inns of Court. In the G.L.C. Report of Studies (Appendix B, pp. 283-4, 129-33) it is included in the list of Areas of Architectural or Historic Interest inside the proposed Ringway 1, and therefore assumed to benefit from the relief the Ringway is expected to confer. To tourists it offers attractions comparable to, say, the waterways and old houses of Amsterdam, the old quarter of Paris or of some notable French provincial town, and shows a typical conspectus of English architecture in an unusually interesting and highly picturesque setting. A recent number of the *American National Geographic Magazine* (Vol. 141, No. 1, Jan., 1972) devotes pp. 28-55 to "London's Chelsea" and this article was brought to our notice by a visiting American from New Orleans who had brought it with her in order to explore Chelsea.

7. The Chelsea Society contends that Chelsea Embankment as a whole should be left unchanged, with all its potentiality for future improvement if only the heavy through traffic on it could be lessened. The G.L.C.'s proposals should start with the firm assumption that this "area of architectural heritage" as Mr. Parker (Area Planning Architect, a G.L.C. witness) rightly calls it in his evidence should be excluded from the line of the West Cross Route. Instead of part of the Embankment being used to take heavy traffic out of the Earl's Court Road one-way system, it should itself be regarded as one of the roads needing relief. In fact it is difficult to understand how the G.L.C., enlightened as it is on historic architecture, could ever have thought of the present proposals.

8. West of Blantyre Street is an eleven acre site, recently cleared, on which the Royal Borough is building the World's End redevelopment

scheme, and the Chelsea Society is extremely concerned lest the G.L.C.'s proposals should spoil this imaginative conception. Seven tower blocks, linked by lower ranges, and surrounded by gardens and playgrounds, will form a self-contained unit for 2,500 to 3,000 people. At the southern corner, on Cheyne Walk, they will have a motorway link to look at instead of the river and foreshore, and this will go very close indeed to the buildings on the curve of Cremorne Road.

9. The Conservation Area starts from the east side of Blantyre Street, with 122 Cheyne Walk. The architectural description of this and all the houses as far as the west side of Beaufort Street will be found in Appendix I. The listed buildings in this section are 119 (Turner's house), and 118-113 to the corner of Riley Street. Between here and Milman's Street are 110 and 109 (Wilson Steer's house), and then come 101-96 (the subdivided Lindsey House), and 94-91 the latter having a return frontage on Beaufort Street.

10. In his evidence Mr. Parker notes the listed buildings which would be directly affected by the proposals. He does not, however, bring out the fact that the houses for which the G.L.C. concedes that conditions will be worsened, are among the best in Cheyne Walk. Although Lindsey House would have a service road instead of the main road immediately in front of it, this is no compensation for severance from the river for its occupants or the loss of the view of its façade for road and river passers-by. The houses east of it as far as Beaufort Street are remarkably unaltered, in very good condition and are all listed. Numbers 91 and 92 are particularly fine and were formerly known respectively as Belle Vue Lodge and Belle Vue House. The belle vue would completely disappear in the mass of concrete forming the new Battersea bridgehead, and there is a particularly attractive feature here which would be lost and which Mr. Parker does not mention at all. This is a small garden with a very old mulberry tree in it, steps leading to the shore at the end of the Embankment and a short length of flagged promenade on the river.

11. On the corner east of Beaufort Street is 90, a five storey modern brown brick and stone block of sixteen flats. The new, rendered, six storey building adjoining is part of the Crosby Hall complex, the headquarters of the British Federation and London Association of University Women and held by a charitable Trust, Crosby Hall Ltd. This south block was built in 1959, since when there has been a great increase of traffic, and one room used as an office has become unusable until it can be soundproofed. Some cracks in internal walls are probably due to vibration. The traffic noise and vibration seriously detract from the advantages of the remainder of the site, which is intended to be developed into a quadrangle, incorporating the old Crosby Hall. The latter, used as a dining hall and leased from the G.L.C., was built as a mediaeval merchant's house in the City and re-erected here in 1910. It is a particularly fine example with a splendid stone vaulted oriel and timber roof. It

stands at right angles to and set back from Cheyne Walk, with its main axis on Danvers Street, which comes in here (Grade II*).

12. East of Danvers Street there was war damage, and a modern four storey block of flats is set back behind a small public garden. There are four brick houses in Petyt Place, probably c.1900, and on the corner of Old Church Street, which comes in here, is a three bay three storeyed house, probably mid-eighteenth century largely rebuilt. The making of the Embankment, and the bombing in the last war, very much changed the former aspect here. The road ran between houses backing on the river and a row of small houses and shops called Lombard Terrace, of which no trace remains.

13. On the east side of Old Church Street is Chelsea Old Church, built in the 16th century, added to in the seventeenth and containing monuments of great interest. Except for the More chapel, which survived, the church was so severely damaged by a landmine in 1941 that it has been largely rebuilt in facsimile. It is set back from the embankment and as the west front faces the garden referred to above there is some space and pleasant suggestion of a country church. (Grade A). The houses east of the Old Church to the junction of Cheyne Walk with Royal Hospital Road are described in Appendix II. The listed buildings are 62, then the King's Head and Eight Bells public house, 48, 47 and 46, 39 and 38 up to Oakley Street and Albert Bridgehead. Eastward are 30-27, of the nineteenth century, and a splendid eighteenth century series 26-15. Among these is 18, still labelled Don Saltero's Tavern and Museum, commemorating Sir Hans Sloane's versatile servant, James Salter, whose nickname this was and who was a famous Chelsea character in his day.

14. Chelsea Embankment continues eastwards from here as a single wide road and the houses here were built from 1876, when the new embankment had been completed, through the 1890's until Shelley House in 1913. They are for the most part bigger and higher than even the grander Cheyne Walk houses and represent a taking over of this new and exciting riverside site by wealthy and prominent people who employed leading architects. The eighteen houses of Chelsea Embankment Road are described in Appendix III, and all but three of them are listed, i.e. 18-13 and 11-3. The last houses before the Royal Hospital Gardens, which stretch to the limit of our area at Chelsea Bridge, are Embankment Gardens, a crescent enclosing a block of flats, Chelsea Court.

15. To summarise, the sequence of buildings on Chelsea Embankment from west to east is, first, a terrace of modest houses of the eighteenth and early nineteenth centuries, with some modern replacements. Among these houses are those of Turner and Wilson Steer and they command views of Whistler's Reach. Next comes the very grand seventeenth century Lindsey House and a group of splendid eighteenth century houses at Battersea Bridgehead. East of Beaufort Street there was considerable

war damage but Crosby Hall survives and the Old Church has been rebuilt. East of the church there are some modern buildings, some medium sized eighteenth century houses of great charm and an early nineteenth century public house. Two interesting houses by Ashbee stand on the edge of the cleared Pier Hotel site at Albert Bridgehead. East of the bridge is the grandest terrace of Cheyne Walk houses, some of the nineteenth but many of the early eighteenth century, with original iron railings and gates to their forecourts. Chelsea Embankment, from the eastern end of Cheyne Walk, has eighteen houses dated from 1876 to 1913, some very large indeed, all built to make the most of the splendid riverside site which was provided by the new embankment. They are interspersed by the Physic Garden and the Royal Hospital garden and have the view of Battersea Park on the south bank instead of the clutter of industrial buildings higher upstream. Although these houses vary in size and height, for those at the eastern end of Chelsea Embankment are very high indeed, they remain in scale and the scale is a human one. Everyone is within reach of the church or a landing stage or a riverside public house. The houses have a lot of individuality within fairly narrow limits of date and type, and we do not see much here the mark of the speculative builder who from the seventeenth century onwards was creating the London squares. A slight projection here, a not quite matching string course there, a different height, suggests a patron wanting harmony rather than exact imitation. There is much fascination and charm in the added balconies and bays and oriels designed to give the occupants of the older houses better views of the river and skies, and we can note how in a much grander way and as part of the original design, Norman Shaw did the same thing. It was private owners who must for the most part have built or lovingly adapted and maintained these houses, and they are doing so still. Only one big commercial concern (Securicor) has invaded the territory. There are obviously Dutch affinities in the architecture and the scene, but it is nevertheless very English and some most robustly English characters lived, died or were born here—George Eliot, Mrs. Gaskell, Turner and Wilson Steer—even if Rossetti, Whistler, Swinburne, the Brunels and the bogus Don Saltero add the slightly exotic touch without which Chelsea would not be Chelsea.

16. The riverside has been very little altered since the great change of 1875 when it was embanked, and whenever there is a cessation of traffic, its charms immediately reassert themselves. This could never be so again if the present proposals go through, and it is probable that the people who live there now for the sake of the river would find few compensations for their inconveniences. The screech of the trams debased many pleasant inner suburbs and though the trams disappeared long ago whole terraces of nice late eighteenth century houses in Kennington, for instance, suffered about a century of dilapidation before their present partial recovery. Increased traffic could well have this effect on Chelsea Embankment and the G.L.C.'s Historic Buildings Department would confirm how much better it is to keep old houses in good hands than to

restore or rehabilitate. And how much better to keep it residential, for the one large commercial concern, Securicor, which has got in, undoubtedly contributes to traffic congestion.

17. The hundred or so houses of Cheyne Walk, with two large blocks of flats, contain over 200 dwellings, with rateable values ranging from £1,784 for the King's Head, over £1,000 for several fine houses in single occupation, £430 for a small one, down to £100 for flats and maisonettes. The large Embankment houses contain about ninety dwellings with a somewhat similar range, while the 23 houses of Embankment Gardens, mostly subdivided, and the Chelsea Court flats, would bring this up to about a hundred and fifty. There is, therefore, a good social mix and at least a thousand residents can enjoy the river even though at present "the smell is of diesel oil rather than of shipping and oil which Carlyle liked." (David Piper, *Companion Guide to London* 1964.)

18. Numbers 1-30 and 91 and 92 Cheyne Walk belong to the Cadogan Estate and are for the most part let for long terms on full repairing leases. They were inherited by Lord Cadogan's ancestors from one of Sir Hans Sloane's daughters. Nearly all are listed, and these buildings of national importance are therefore being maintained entirely at private expense. Not only their façades are important, for many have excellent staircases and panelling, wrought iron railings and lamp-brackets, and sculptured ornaments, which need skilled care [L.C.C. Survey of London, Vols. 2(1) and 4(12)]. Some lessees are finding, however, that the traffic is an increasing drawback and the lessee of 91, for instance, is having difficulty in selling his house. It is highly undesirable that such houses should be subdivided into small units or adapted to commercial use, but if as a result of traffic they become unattractive to private owners with the means to keep them up, this will inevitably be their fate.

APPENDIX I

Blantyre Street to Beaufort Street

a. East of Blantyre Street are 120, 121 and 122 Cheyne Walk, three similar and tolerably good mid-nineteenth century four storeyed houses with bay windows and stucco quoins and dressings, each divided into four flats. 119 has a bronze tablet recording that Turner (1775-1851) lived and worked here. It was a small two bay late eighteenth century red brick house but owing to war damage the two main floors and set-back attic appear to have been totally rebuilt above the semi-basement through which the house is entered. (Grade II). 118, late eighteenth century of similar size, has also been substantially rebuilt. (Grade II). 115, 116 and 117 are two bay three storeyed stock brick houses, probably early nineteenth century with stucco window dressings. (Grade III). 117 has a balcony and an altered ground floor. 114 is the King's Arms public house of three bays and three storeys and has a quite good early nineteenth century stucco façade with modern wooden panelling to the ground

floor. (Grade III). 113, of two main storeys, is early nineteenth century with a good wrought iron balcony of Greek key design at the first floor. It must have been a big house or possibly was originally two, as the numbering becomes confused here, and the building goes round the corner into Riley Street in a flat curve. It is of red brick with a stuccoed ground floor, looks considerably altered and has been divided into five flats. (Grade III).

b. 111, on the eastern corner of Riley Street, is a late nineteenth century two bay four storeyed brown brick house of no great charm. 110 is a mid-eighteenth century house of some distinction, three bay and four storeyed, brown brick with a moulded cornice, stucco quoins and consoles to the doorcase. The iron gates appear contemporary. (Grade II). 109 has a plaque recording that Wilson Steer (1860-1942) lived and died here. It is a late eighteenth century three bay three storeyed house (with studio attic), red brick, with a widened and altered porch. The curved iron balconies on the first floor are probably contemporary and this is an attractive house. (Grade II). 107 and 108 form one unit, with their front doors at opposite ends. They are late eighteenth century, brown brick, three bay with three main storeys, only slightly altered. (Grade II). 105-6 are Brunel House, a low block of flats in brown brick, built in 1957, a good design carrying an R.I.B.A. medallion. This is the corner of Milman's Street.

c. The houses described above are of mid-eighteenth or early nineteenth century, or modern, and are all on a modest scale. Most of them appear to be in private single occupation and well maintained, and although very close to the thundering traffic are attractive for their nearness to the river.

d. East of Milman's Street is 104 Cheyne Walk, a rather curious nineteenth century or altered eighteenth century house set on the corner so that a wall encloses a small triangle of garden in front. It is three bay, three storeyed, rendered, some of the windows having elaborate stucco surrounds and Victorian sill rails. 103 was probably rebuilt in about 1900, in red brick, with an oriel window on the ground floor and a wooden balcony on the first. 102, although not listed, is a pretty house of some individuality, white-stuccoed, tall and narrow, with four main floors. There is a big bow window on the first floor, three narrow, angled projecting windows on the second, a good iron railing and gate. 96-101 are all in Lindsey House, built in 1674 but altered and divided into separate houses in 1775. It is a splendid block with end pavilions and a mansard roof, rather French in taste, stuccoed white and of three main storeys. Alterations over the years have done little to spoil the appearance of the house. An inscription records that it incorporates an earlier one which Sir Theodore Mayerne, Court Physician, built on the site of Sir Thomas More's farm. On 96, which consists of the western pavilion and two bay end block, a plaque records that Whistler (1834-1903) lived here. (All Grade II).

e. An alley runs east of Lindsey House to an attractive yard, formerly stables no doubt, and 95 had its entrance on this. It now appears to be part of 94 and has a good early nineteenth century iron balcony. 94 is a brown brick house, two bay with four main storeys, built in 1777. The ground floor has nineteenth century alterations and a good balcony at the first floor. It is divided into four flats. (Grade II). 93 is similar and has a bronze tablet recording that Mrs. Gaskell (1801-1865) was born here. (Grade II). 92, dated 1771, is a five bay brown brick house with red brick dressings and three main storeys. A canted bay in the centre runs through all floors and there are Palladian windows on the first and second. Entrances at the sides have segmental arches and there is a good wrought iron gate and grill. (Grade II). 91 is on the corner of Beaufort Street, the front door being on the latter with a Palladian window in an enriched frame above it. There are three bays and three main storeys on both fronts and a conspicuous feature on Cheyne Walk is a large oriel window at the first floor. The house is a very fine one, of brownish brick with red brick dressings, built about 1770. (Grade II).

APPENDIX II

From the Old Church to Royal Hospital Road

a. 63 possibly has the remains of a seventeenth century house incorporated in it, but it has been greatly altered. It is three bay and three storeyed, the western bay on the ground floor being pierced by an alley going under a segmental arch to a courtyard. 62, also white stuccoed, is an altered late seventeenth century house of three bays and three main storeys, and a late eighteenth century doorcase with pilasters and a pediment. (Grade II). Both these houses suffered bomb damage, and in their restored state, together with the Cheyne Hospital for Children, 1888, stand on the former site of Prospect Row. Lawrence Street comes in here.

b. On the east side of Lawrence Street is the large red brick late nineteenth century block of flats, Carlyle Mansions, six storeys and eight bays. Next is the King's Head and Eight Bells public house which stands on the corner where Cheyne Row joins Cheyne Walk. It is an early nineteenth century three bay two storeyed building in cheerfully painted stucco with a balustraded parapet. (Grade II).

c. East of Cheyne Row, 49 is a three bay three storeyed early nineteenth century yellow brick house with a white stuccoed ground floor and a good deal of stucco ornament. (Grade III). 48 is a three bayed three storeyed eighteenth century stuccoed house with nineteenth century alterations including a wrought iron balcony. (Grade II). 47 is a mid-eighteenth century brown brick three bay three storeyed house with red brick dressings. A large bow window of later date projects from the ground floor and the upper windows are shuttered. A charming façade of mixed dates. (Grade II). 46 is an early eighteenth century three bay three storeyed brown brick house with an added fourth storey above a

string course. (Grade II). This very attractive row of relatively modest houses ends at the old boundary wall of the former sixteenth century Shrewsbury House, now replaced by a modern block of flats with the same name.

d. 39, c.1900, by Ashbee, has three main storeys with attics above, tall narrow windows and remarkable Art Nouveau ironwork in front. It is of brick, stone and stucco. (Grade II). 38, of similar date and also by Ashbee, has similar ironwork and resembles 39, but has a large gable with a round window instead of attics and dormers (Grade II). These are interesting compositions and there was a third Ashbee house, the Magpie and Stump, No. 37, unfortunately demolished in the last few years. The Pier Hotel, on the corner of Oakley Street, was also demolished, and the site has been left vacant and an eyesore ever since. From the Old Church to Oakley Street a strip of garden and a secondary road divide the houses from the main embankment road, and this is continued on the other side of Oakley Street and Albert bridgehead.

e. 27 to 30, east of Oakley Street, are a crescent of pleasant mid-nineteenth century houses, now subdivided. They are of red brick, four storeyed, with a stuccoed ground floor, stucco ornament and a continuous iron balcony on the first floor. (Grade III). 26 is a mid-eighteenth century brown brick four bay four storeyed house with white moulded string courses. There is a much later attic and it is divided into four flats. (Grade II). 25 is a similar three bay house, brown brick, with a pedimented front door. (Grade II). 24 is again similar but has a central front door and the entrance to Cheyne Mews passing under the house on the east side. There is an early nineteenth century balcony and sill rails probably of a later date. (Grade II). 23 is like it with a canopied front door perhaps brought from a house of earlier date. 22 has the pedimented front door which was probably common to all these mid or late eighteenth century houses. 21 has a nineteenth century roundheaded front doorcase and individual balconies on the first floor. 20a is somewhat altered and has the ground floor painted white. 20 has window casings probably of the late mid-nineteenth century on the first floor, with individual iron balconies of an interesting serpentine design. 19 is the last of this series of brown brick houses of similar but not identical design and has an altered ground floor window. In front of these houses there are good wrought iron railings and handsome lamp standards over most of the gates. (All are Grade II).

f. 18 was formerly Don Saltero's Tavern and Museum and has this name on the gatepost. Like 17 it is of the early eighteenth century but heavily altered in the mid-nineteenth, especially by the addition of iron balconies and later railings. They are three bay three storeyed houses, brown brick with red brick dressings, and the ground floors painted white. Handsome stone pineapples adorn the gateposts. These are very good façades despite the alterations. (Both Grade II). 16 (Queen's House) of 1717 is the largest and grandest house in this row. It has not been

much altered except for a canted bay, painted white, supported by columns on the ground floor, extending through the first and second floors and cutting into the original central gable. It is seven bay, three storeyed of brown brick with red brick dressings and elaborate ornament. The windows have segmental heads with keystones. The builder was John Witt. There is a fine wrought iron grill with lamp brackets, a monogram over the gate and brick piers surmounted by stone urns at the sides. A plaque records that Dante Gabriel Rossetti (1828-82) and Algernon Charles Swinburne (1837-1909) lived here. (Grade II*). 15, of similar date, is four bay, four storeyed in brown brick with red brick dressings, also a very fine house with monogrammed iron gate. The continuous iron balcony on the first floor is probably nineteenth century and above the first floor windows are a sundial and inset sculptured heads. (Grade II*). 12 and 14, on the corner of Cheyne Gardens, are in process of reconstruction.

g. 11-7 starting from the east side of Cheyne Gardens, are all of about 1890 and form a symmetrical group. They are red brick, of four main storeys, with elaborate brick ornament, oriels, bays and attics. All have good iron railings and gates. 8 is Grade II. 6 is an early eighteenth century five bay three storeyed house of red brick with moulded brick dressings. The central front door is approached up a flight of stone steps with iron handrails. (Grade II*). 5 is also early eighteenth century in brown brick, three bay and probably originally three storeyed. An eccentric battlemented parapet was probably added later with a fourth floor, and there are white pilaster strips on each side of the front. Whatever its dates it is a fine, eccentric baroque façade. There is a fine iron gate and richly carved urns on piers. (Grade II*). 4 is early eighteenth century, four bay, four storeyed, in red brick with white keystones to segmental headed windows. There are some later alterations and a plaque records that George Eliot (1819-80) died here. (Grade II*). 3 is an early eighteenth century three bay, four storeyed house in red brick with a canopied porch. Some alterations, rather difficult to diagnose, have been made to the front. (Grade II). 2 is an early eighteenth century two bay house refronted in 1879 (Grade II). 1 was wholly rebuilt by F. Hemmings in 1888 in bright red brick with gothic detail. It incorporates older work inside. (Grade III). This splendid group of eighteenth and nineteenth century houses, all with railings and forecourts, is the beginning of Cheyne Walk at the eastern end, and Royal Hospital Road, formerly Paradise Row, comes in here.

APPENDIX III

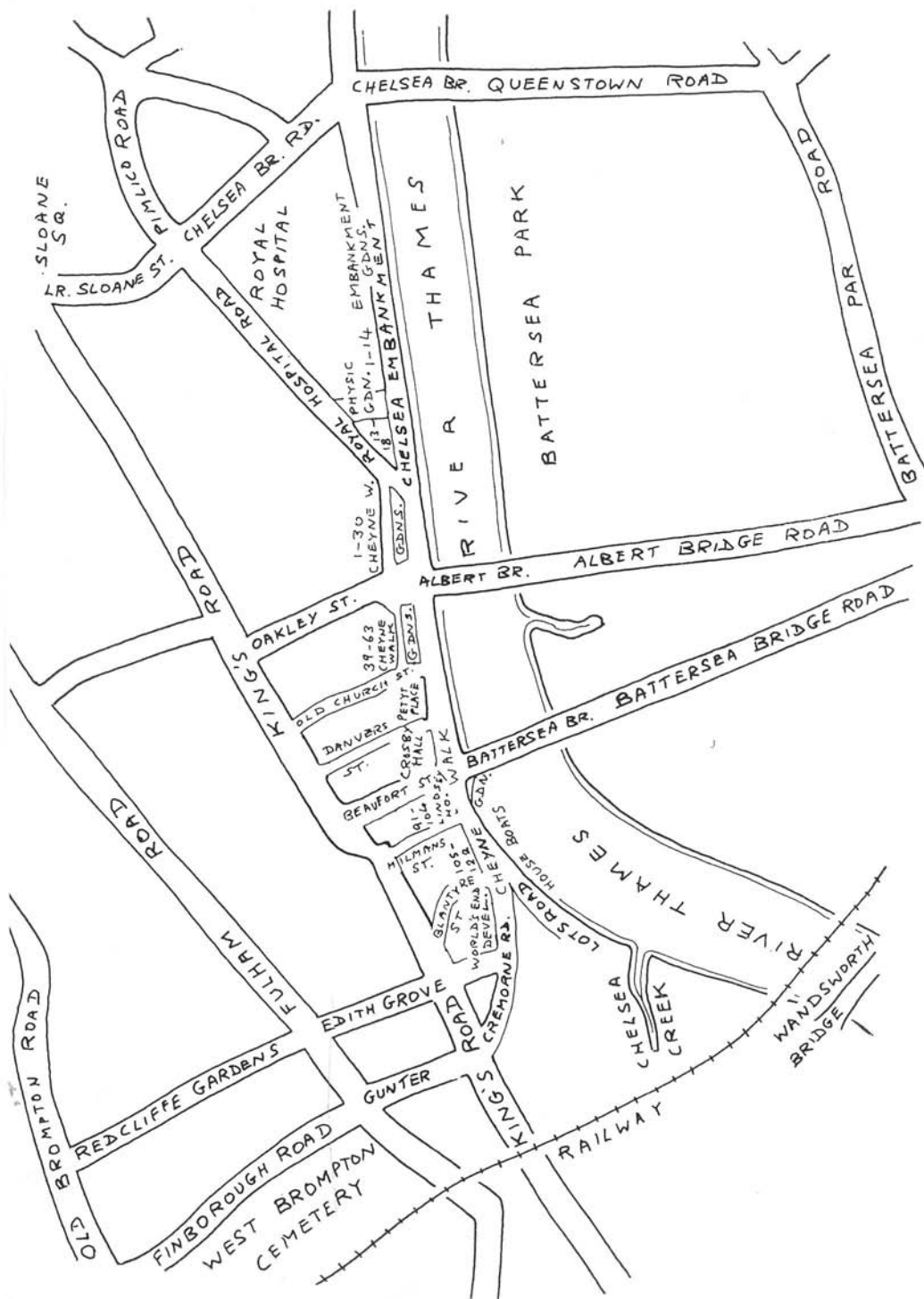
The Chelsea Embankment from Royal Hospital Road to Chelsea Bridge

a. The first house east of Cheyne Walk is 18 Chelsea Embankment which is called Cheyne House and also incorporates Little Cheyne House (59 Royal Hospital Road) on the corner of Royal Hospital Road. It was built by Norman Shaw in 1876 and has an extremely elaborate

exterior, in brown brick with stone dressings, balconies, bays and very tall sash windows. (Grade II). 17 is the Old Swan House, also of 1876 by Norman Shaw. It is of red brick with white dressings, has oriel windows, overhanging upper floors, plaster and moulded brick ornament. It is one of the very few houses not in private occupation, being the headquarters of Securicor Ltd. (Grade II). 16 has Dutch gables and an asymmetrical façade, a canted bay on the west side and on the east a curved oriel over the front door, all with elaborate terra cotta ornament. (Grade II). 15 is Delahay House of 1878, by Norman Shaw divided into twelve flats, with a very tall gabled front in red brick. (Grade II). 14 is the Star House, in yellow and red brick, dated 1877, with balconies, and windows attractively fitted for sunblinds. It is divided into six flats. (Grade II). 13 is now the Nippon Club, by l'Anson, in red brick with very elaborate moulded brick ornament and a Dutch gable. (Grade II). Here the Physic Garden comes, with a back view of Sir Hans Sloane's statue (by Rysbrack) through the iron railings. On the east side of this garden is Swan Walk.

b. 12 is Wentworth House, with its front door on Swan Walk. It is of brown brick with red brick dressings and has an exciting contraption of iron spikes to prevent access from the next door balcony. 9, 10 and 11 by Norman Shaw, 1879, are all in bright red brick with bays and oriels, and only slight variations between them. 9 is Turner's Reach House and has a plaque recording that George Frederick Samuel Robinson, Marquess of Ripon (1827-1909) lived here. These houses are divided into flats. (Grade II). 8 is the Clock House, 1879, by Norman Shaw. It is of red brick with a very wide front to the river, bay windows and a central arch and balcony. A clock on a bracket projects conspicuously at second floor level. It is divided into ten flats. (Grade II). 7, by Phéné Spiers, c.1880, is of yellowish brick with elaborate terra cotta ornaments and a porch with anthemions over. It is divided into ten flats. (Grade II). 4, 5 (Old Ferry House), and 6 (Sun House) of about 1880 are by E. W. Godwin, in red brick with oriels, balconies and terra cotta ornament. All are divided into flats. (Grade II). Tite Street joins Chelsea Embankment here.

c. East of Tite Street is 3, the River House, by Bodley and Garner, 1876, with fronts on Tite Street and the embankment. It is in brown and red brick with elaborate brick ornament, and a Dutch gable and a large wooden oriel on the river side. (Grade II). 2 is Dawliffe Hall, dated 1894, with a wide bay window, in dark brick with stone dressings. 1 is Shelley House, 1913, by Warren, a very large and fine house in brick with stone dressings, and fronts both on the embankment and on Embankment Gardens. The last house before the railings of the Royal Hospital and its gardens, is 23 Embankment Gardens and Chelsea Court, a block of flats of c.1890, is enclosed by the crescent of Embankment Gardens. There are no more houses before Chelsea Bridge, the limit of the area discussed here.



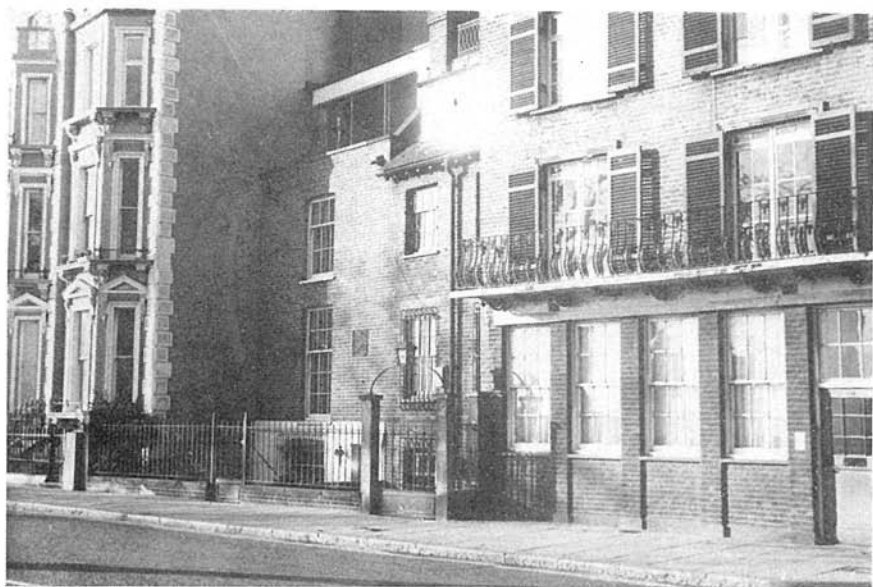
Sketch Map of Chelsea Embankment and Cheyne Walk



(1) *Houseboats on Whistler's Reach*



(2) *Cheyne Walk, western end*



(3) 119 Cheyne Walk (Turner's house)



(4) 113, 114, 115 Cheyne Walk



(5) *Riley Street at 113 Cheyne Walk*



(6) *108, 109 (Wilson Steer's house) and 110 Cheyne Walk*



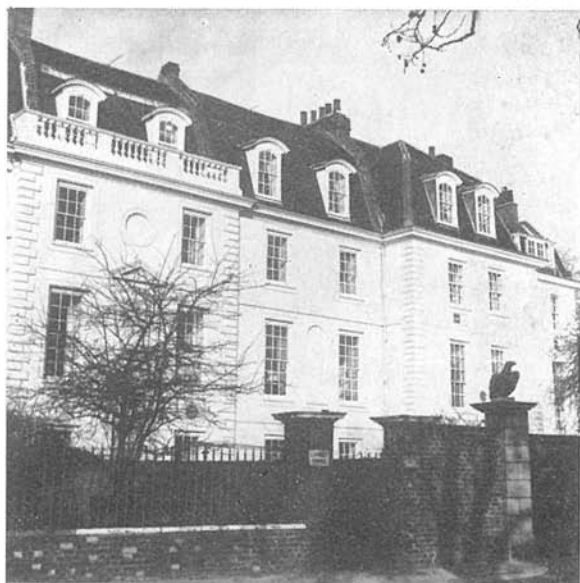
(7) *Brunel House, Cheyne Walk*



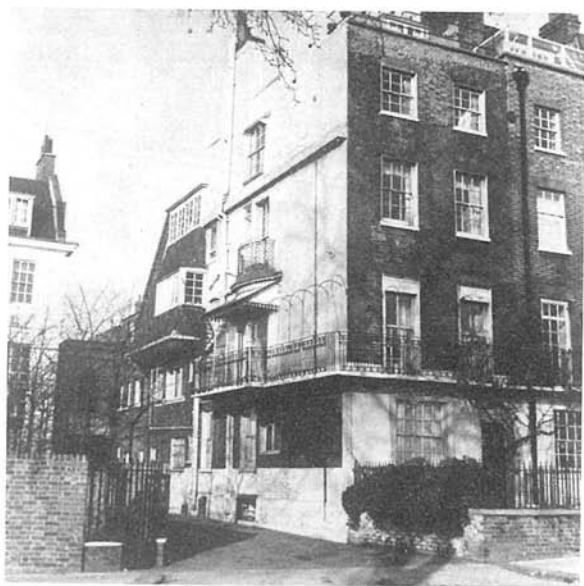
(8) *104 Cheyne Walk*



(9) 102 and 103 Cheyne Walk



(10) Lindsey House



(11) 94 and 95 Cheyne Walk



(12) 91 and 92 Cheyne Walk



(13) *Garden at Battersea Bridgehead*



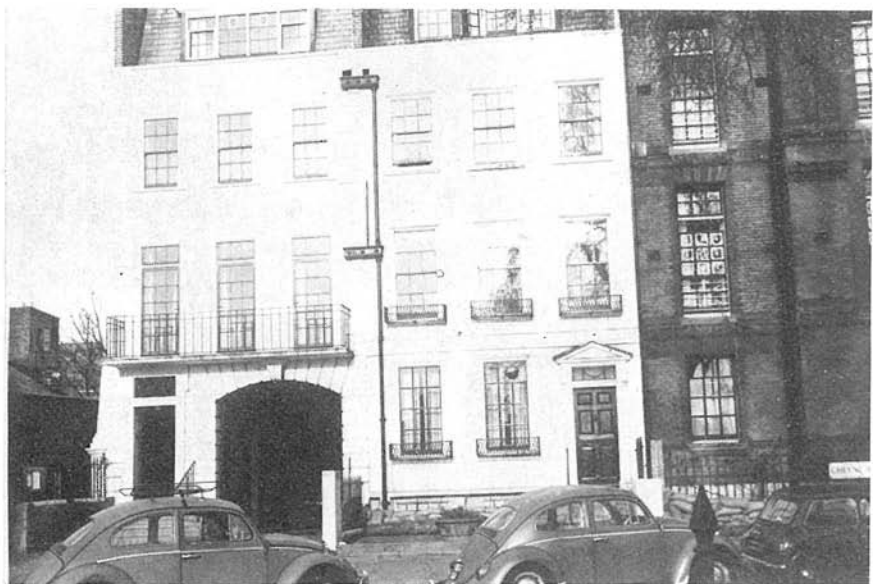
(14) *Riverside from Battersea Bridge*



(15) Crosby Hall



(16) Chelsea Old Church and Petyt Place



(17) 62 and 63 Cheyne Walk



(18) *Cheyne Hospital for Children*



(19) *King's Head and Eight Bells, Cheyne Walk*



(20) *48, 49 etc. Cheyne Walk*



(21) *Cheyne Walk gardens near King's Head*



(22) *46 to 49 Cheyne Walk*



(23) 38 and 39 Cheyne Walk (by Ashbee)



(24) *Albert Bridge and footpath*



(25) *27 to 30 Cheyne Walk*



(26) 24 Cheyne Walk



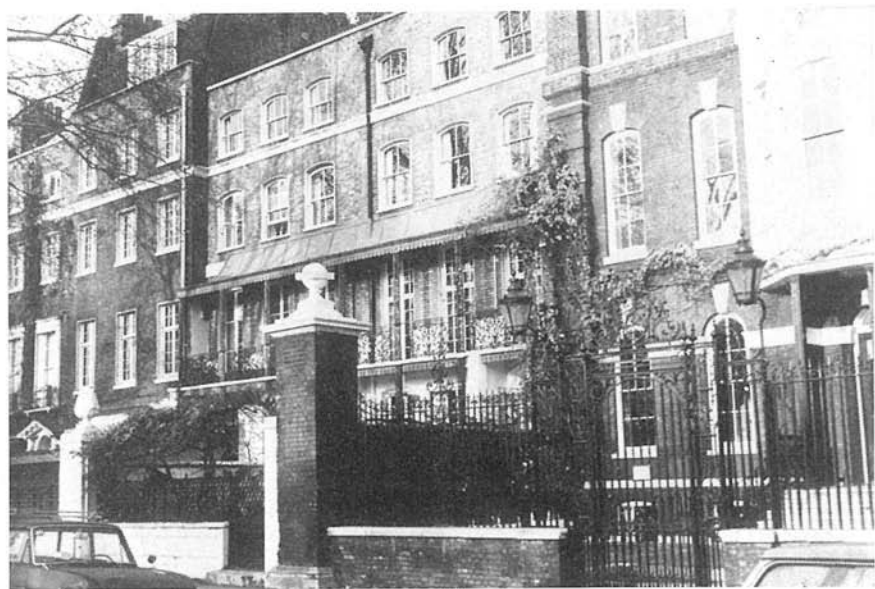
(27) 22 and 23 Cheyne Walk



(28) 19, 20 etc. Cheyne Walk



(29) 18 Cheyne Walk (Don Saltero's)



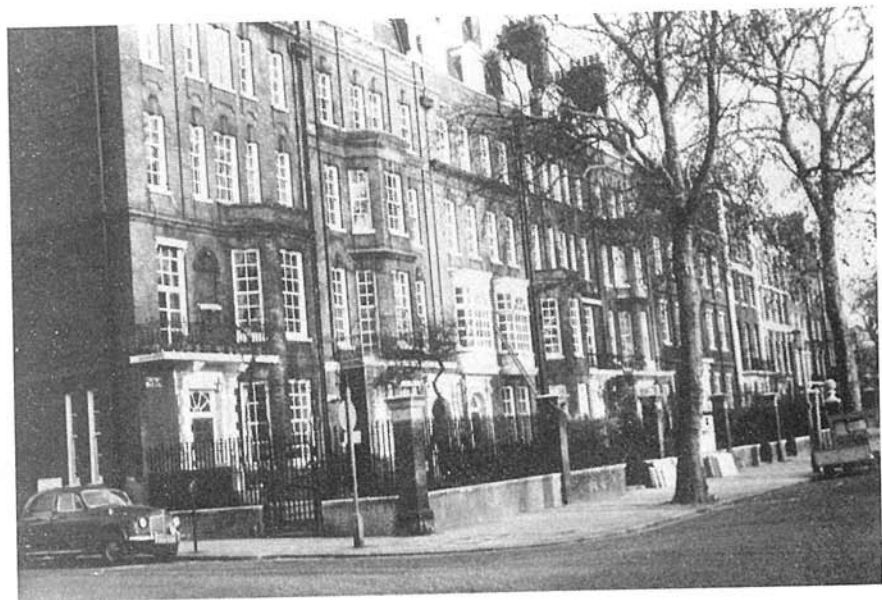
(30) 17, 18 etc. Cheyne Walk



(31) 16 Cheyne Walk (Queen's House)



(32) 15 Cheyne Walk



(33) 7 to 11 Cheyne Walk



(34) 7 and 8 Cheyne Walk



(35) 6 Cheyne Walk



(36) 4 and 5 Cheyne Walk



(37) 3 and 4 Cheyne Walk



(38) 15 to 18 Chelsea Embankment



(39) 13 to 15 Chelsea Embankment



(40) 12 Chelsea Embankment



(41) 8 Chelsea Embankment (Clock House)



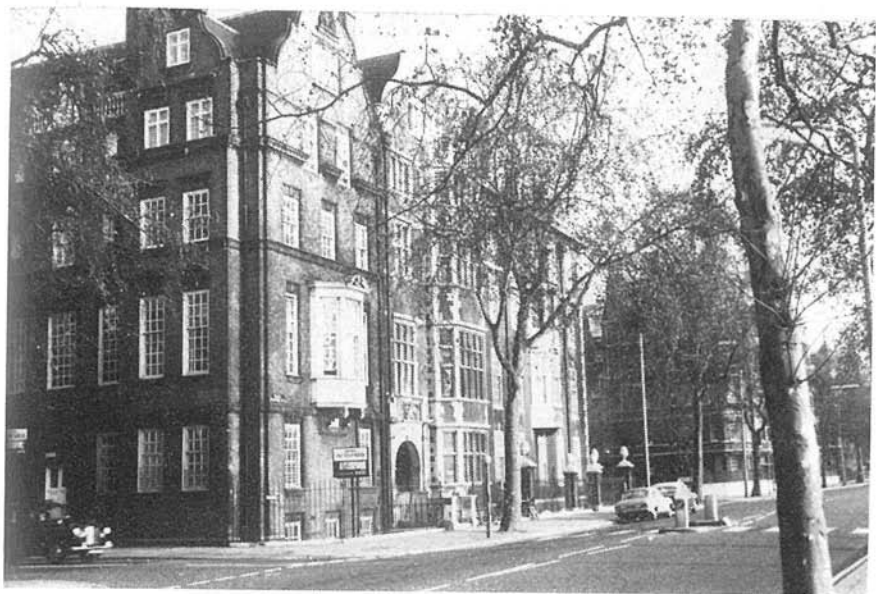
(42) 7 Chelsea Embankment



(43) 5, 6 etc. Chelsea Embankment



(44) 5 and 6 Chelsea Embankment



(45) 2 and 3 Chelsea Embankment



(46) 1 Chelsea Embankment (Shelley House)



(47) *Embankment Gardens*



(48) *Royal Hospital, Embankment Entrance*

The Future of our Parish Churches

by The Rev. Harold Loasby, Rector of St. Luke's, Chelsea

Inevitably, there is tension, in times of rapid and radical change, between the conservationists and the developers. Buildings are physical links with the past. Those, which are fine examples of their period, are an important part of our heritage. Their destruction is lamentable and ought to be resisted. . . . So the conservationist argues.

But, of course, this is not the whole story. The developers look at it differently. Things have changed. There are more people now: there are new materials and new methods of construction. Old buildings are often wasteful of space and ill-adapted to modern living. Pull them down and build better—for human comfort, health and happiness.

This tension is to be found over the whole range of our urban life, but it comes to a peculiarly sharp and distressing focus in one small area, our parish churches. The Church—in this article the Church with a capital C means the Church of England: church with a small c means one of its church-buildings—the Church, though traditionally and temperamentally conservationist, is, for reasons to be discussed, disposing of some of its churches, and is likely to increase this tendency in the future. Holy Trinity, Sloane Street, is a case in point. The Patron, the Rector and the Church Council of that church think the time has come to pull it down and build a new smaller church on the same site with better ancillary parish buildings and some commercial development as well. The conservationists are opposing and will oppose this strenuously. The church-people of Holy Trinity, Sloane Street, who are not notorious Philistines, believe their plan to be in the best interests of the Church and their parish.

Theologians make a distinction between symbols and instruments. Take a violin, for example. It is an instrument, in the sense that one uses it to produce something else, namely music. It may also be a lovely thing in itself, a symbol of beauty. In the same way, churches are instruments, in the sense that they were built to serve various purposes; but they were also intended to be symbols, beautiful objects in themselves, quite apart from their use.

From the Church's point of view, however, churches are primarily instruments and their symbolic value is secondary. The present problem arises from the fact that some of our churches are no longer serving their purposes adequately, though they remain beautiful symbols—good symbols but bad instruments. If they were violins, you could hang them up like pictures: but when they are large buildings, what do you do?

The purposes, which churches exist to serve, are liturgical and social. They are buildings designed for people to meet in for religious services

and for the training and building up of the fellowship of the Church. Sometimes the liturgical and social needs of people change, and these changes require changes to be made in the churches themselves.

At the present time, there are two sets of circumstances which are compelling the Church to declare some of its churches redundant.

First, in some areas, of which Chelsea is one, the churches are too big, too numerous and too expensive to maintain. Some are too big: a hundred people are not helped in their worship by meeting in a building designed to seat a thousand. There are too many: there are, in fact, 13 parish churches in the deanery of Chelsea, with a seating capacity of roughly 10,000, whereas only two to three thousand people worship in them on Sundays. They are too expensive to maintain. Most of them were built in the 19th century and need a lot of maintenance. They are expensive to heat, light and clean. The burden of this heavy expense falls on the shoulders of the comparatively small number, who go to them. And, of course, there are many other needs, human needs, which this same small number of Christians want to meet with their gifts of money. Is it morally right to ask them to give so much for preserving their over-large church buildings?

The second set of circumstances, which threatens the usefulness of some churches, is when the buildings are ill-adapted to modern liturgical and social needs. Changes have taken place in the way the Church orders its services. Today, there is a feeling for a closer relation between clergy and people, the latter participating in the service, not being there as mere passive observers or listeners. Today churches should be places for corporate action, not large auditoria for preachers nor temples for purely priestly acts.

Similarly, some of our churches are not designed for present-day social needs. Today, smaller rooms are needed for groups to meet in, offices for the clergy, counselling rooms, coffee-bars for the young, places in which to tarry and to chat etc., etc. Many of the existing buildings are a hindrance to the building up of the fellowship of the Church, as they consist of one large, pew-filled, "holy" room, into which one goes to worship and out of which one goes into the open air, without facilities for meeting, talking or discussing with one's fellow-worshippers. "It's an unfriendly place. No one ever talks to you."

Here, then, is the Church's dilemma. Many of its churches are both historically, architecturally, aesthetically interesting, and liturgically, socially, economically a hindrance to its life and work. It is an agonising position to be in: for the Church cares intensely for its symbols, its things of beauty, which point men to Beauty itself (Anglicanism has always had a Platonic strain). But it cares more for the Gospel and the souls of men. To that end all else must be subservient. To cling to its treasures of beauty, when these hinder or negate its first obligation, is a

temptation to betray its commission. The future of the Church may depend on its courage and willingness to dispose of some of its churches: Which do you want—the Church or the churches?

There are, however, some churches, whose architectural and historical value makes them exceptional, though it is by no means easy to get agreement on such value-judgments. The acid test of sincerity is the willingness to pay. Where there is a church, which society as a whole values for its architecture or historical associations, but which the Church must declare redundant, it would be reasonable for a scheme to be devised for the public to pay for its maintenance or adaptation, or to buy it and provide the Church with a suitable site elsewhere. It is not reasonable to expect the Church to maintain the buildings it neither needs nor can afford: but where the preservation of such buildings affects the beauty and culture of our towns and villages, the public would do well to eschew unsympathetic criticism and to shew its sincerity by finding the necessary money.

Redundant Churches in Chelsea

by Margot Eates, Secretary of the Advisory Board for Redundant Churches

"Redundant" is a hateful word, carrying with it overtones of failure and despair. Redundant staff, redundant plant, redundant buildings, have all become a commonplace and already there is a danger that the impersonal character of the term may obscure the personal issues involved.

In the late fifties and early sixties the Church of England made a courageous attempt to face and overcome its own problems of redundancy. Dwindling congregations and large-scale shifts of population had already made it apparent that many once popular and prosperous churches could no longer have any future as places of worship for the Anglican Communion and that something would have to be done to regularise the position. Owing to an agreement reached in 1913 between the then Archbishop of Canterbury, the late Lord Davidson of Lambeth, and the Government of the day, Anglican Churches (and subsequently churches belonging to other denominations) were exempted from the first planning laws aimed at protecting historic buildings. This so called "Ecclesiastical Exemption" has continued to the present day, and even those churches which are Listed Buildings under the successive Town and Country Planning Acts are not subject to the civil law which requires "listed building consent", when proposals are made for alteration or demolition.

An elaborate system of Diocesan Advisory Committees, co-ordinated by one of the Central Councils of the Church Assembly was regarded as sufficient protection, and applications for demolition or alteration had to be made to the Consistory Courts of each Diocese, presided over by the Diocesan Chancellor. Scandals sometimes occurred and occasionally a Medieval or even a Saxon church of good quality was pulled down, because there was no-one with the requisite statutory status available to make representations against the application in the Consistory Court. But in the main, the system functioned fairly well.

These procedures were, however, manifestly inadequate to cope with the flood of potential redundancies which appeared inevitable following the social upheavals consequent upon the Second World War. The Archbishops of Canterbury and York therefore appointed a Commission, under the Chairmanship of the late Lord Bridges, to examine the whole problem, and in 1961 the Commission made its recommendations. These were finally embodied in Part III of the Pastoral Measure, passed by the Church Assembly, assented to by both Houses of Parliament in 1968, and brought into force on 1st April, 1969.

This new legislation provided that when a re-organisation of parishes, proposed by the Parochial Church Councils and the Diocese, had been agreed with the Church Commissioners, churches might be formally

declared redundant by Order in Council, right of appeal to the Privy Council being allowed.

The Pastoral Measure set up a new Committee and Department of the Church Commissioners to deal with the matter, and established two independent Statutory Bodies, The Advisory Board for Redundant Churches and The Redundant Churches Fund.

The Advisory Board consists of leading experts on architectural history, ecclesiology, town planning and local government. They consider the historic and architectural quality of redundant churches and advise the Commissioners as to whether the churches should be demolished, used for other purposes or preserved "in the interests of the Nation and the Church of England". If demolition is approved, the Board issue a certificate enabling this to be carried out. If an alternative use is proposed, the Board advise on the suitability of plans for structural alteration. If the Board consider the building ought to be preserved in its entirety, then the Church Commissioners may, and probably will, decide to vest it in the Redundant Churches Fund, which is equally financed by Church and State. The present grant for the Fund, during the first quinquennium of its operation amounts to £400,000, to be supplemented by a further £100,000 from the one third of the proceeds resulting from the sale of redundant churches or their sites.

In the accompanying article the Rural Dean of Chelsea has most eloquently set forth the problem of the churches in Chelsea and its immediate neighbourhood.

What, in practical terms, does this mean for Chelsea itself? Re-organisation and some consequent redundancy appears inevitable. But will any churches actually be demolished?

St. Peter's, Cranley Gardens, on the border of the old borough, is already the subject of discussions and proposals have been made for its use by another denomination. If it were to be so used, the building would remain, little if at all altered. Such a solution may appeal to some of the most ardent Victorian enthusiasts, though others may doubt whether the small amount of interesting and sensitive architectural detail in, for instance, the chancel, really justifies the retention of so valuable a site.

Chelsea Old Church, built in the fifteenth century (perhaps on the site of an earlier church) to serve the original village and rebuilt in the seventeenth century, was demolished in the last war by a German landmine, though the More chapel and the important monuments were saved. Controversy then arose regarding a choice of rebuilding the familiar brick pile or constructing a modern church on the site. Fortunately, as most of us feel, the traditionalists prevailed and a faithful replica of a notable riverside landmark was produced. A threat of redundancy seems most unlikely.

St. Luke's, which was built to replace the Old Church, as the Parish Church of Chelsea, was designed in 1820 by Savage. It is a good building of the Gothic Revival, though it lacks the robustness which marks the best examples of its period. By its general conception and its ample setting, however, it forms a highly important central feature of the old borough, suggesting a small cathedral rather than an urban parish church. The people of Chelsea need have no fears regarding its future, despite the heavy costs inevitably entailed in its repair and maintenance.

The growth of Chelsea from a little riverside community to a fashionable area of inner London was progressively marked by the construction of other churches. Following the building of St. Luke's, Savage designed the original Holy Trinity in Sloane Street, and this was replaced in 1888-90 by Sedding's great masterpiece, which Sir Nikolaus Pevsner has described as "the outstanding London example of the Arts and Crafts movement in the ecclesiastical field". The future of Holy Trinity has already been the subject of informal discussion, since the parishioners are anxious to replace it by a smaller and more convenient building on part of the large site, to be financed from the sale of the remaining area. It is known that the Advisory Board would not under any circumstances be prepared to issue the demolition certificate required to implement such a scheme, under a special section of the Pastoral Measure, and that, should there be a normal Declaration of Redundancy, they would probably recommend the Church Commissioners to vest the building in the Redundant Churches Fund. The only other possibility remaining is that the church might serve as a much needed concert hall for south-east Chelsea, if its congregation finally feel unable to retain it.

The remaining churches of Chelsea proper are Christchurch, built by Blore in 1838 and added to by Carré in 1900; St. Simon Zelotes (1859) by Peacock; St. John's, World's End, destroyed during the war and, after the temporary use of its Parish Hall for worship, to be replaced by a church incorporated in the new Council Estate; and St. Andrew, Park Walk, designed by Blomfield's firm in 1908.

Architecturally and historically it cannot be doubted that of the seven Chelsea churches, by far the most important are the Old Church, St. Luke's and Holy Trinity. Only one of these is at present under threat, and the question is, therefore, whether the financial difficulties experienced by its congregation could or should be allowed to outweigh its national importance as an architectural monument. It might appropriately be asked whether, by some re-organisation, it might not be possible to dispense with one or more of the architecturally less important churches in order to ensure the future of Holy Trinity.

Opinions will obviously differ and one must feel every sympathy with parochial church councils battling against the apparently overwhelming odds of inflation. But claims made in some quarters that new spiritual insights and the changed liturgical practices to which they have given

rise, make the upkeep of large and expensive, albeit beautiful, buildings, unnecessary, are frequently viewed with natural scepticism. Historically since the emergence of the Early Christian Church from its hiding places, when the constant threat of persecution ceased, it has been the aim of men to glorify their God in architecture, painting, sculpture and music. Were they wrong? Can the present generation confidently assert that successive ideals of beauty, embodied for all time in stone and brick do not serve as a constant reminder of values outside and beyond men's immediate and transitory material preoccupations? The Sacraments of the Church are held to be "an outward and visible sign of an inward and spiritual grace". So, too, are its buildings and the contents which adorn them. The Church is a guardian of a national heritage, and Church and State must alike ensure that all that is best in that heritage continues to be an inspiration for succeeding generations.

Chelsea

by Thea Holme. Hamish Hamilton. 1972. £3.50

Although the following comments contain some criticism, the reviewer warmly recommends this interesting and entertaining book. Mrs. Holme has prepared a richly indigestible but nevertheless thoroughly enjoyable meal. She says, "a book about Chelsea is first and foremost concerned with people", but consideration of the topography is essential and we should perhaps classify it somewhere between a Companion Guide and a social history. The endpapers, showing Beaufort House, a clear map and plenty of well-chosen illustrations aptly supplement the text.

After a brief, chatty introduction, *This Noble Village*, there are four parts somewhat fancifully named. The first, "Pleasures and Palaces", deals with the great houses, such as Sir Thomas More's, of which few traces remain, and with their occupants. This more or less topographical approach leads to discussion of what has survived to modern times, mixed with anecdotes and items of general history, not all very immediately relevant to Chelsea. The second part, "A Town sweetly situated", treats mainly of the seventeenth and eighteenth centuries, including the foundation of the Royal Hospital, Sir Robert Walpole and his house, evenings at Ranelagh, Sir Hans Sloane and the pranks of the future nabob, William Hickey. The author's treatment of the latter will serve to illustrate the need of accepting her statements with some caution. She includes his Memoirs in her bibliography but mixes up his career, attributing to a much too early period his association with the fashionable courtesan, Charlotte Barry, who gallantly accompanied him to India and died there ostensibly as his wife.

As one would expect from the author of that admirable work, *The Carlyles at Home* (1965), she finds her feet in the third part, "The Lunatic, the Lover and the Poet". Concentrating much more resolutely on people, she passes easily from one delightful or undelightful story to another, ringing the changes on Carlyle, Rossetti, Swinburne, Whistler, Wilde, Godwin and the characterful women who ministered to them above and below stairs, in or out of wedlock. The fourth, much shorter part, "I change but I cannot die", is an attempt to capture the spirit of modern Chelsea. The doings and remarks of residents alive or only lately dead may have their interest in future but Mrs. Holme becomes a bit perfunctory here. As she says herself, the writer on Chelsea is faced with a tantalising wealth of material, and her book really required rather more care and selectiveness. It should have been possible to avoid such mistakes as mounting the bronze Charles II on a horse outside the Royal Hospital and calling Crosby Hall a sixteenth century building while referring in the next breath to its fifteenth century occupants. The Duke of York is rather hardly dealt with as "aiding and abetting" his mistress, Mary Ann Clark, in the sale of commissions, and the allegation of Horace Walpole's illegitimacy is discounted by a modern biographer, R. W. Ketton-Cremer. "Experts" are said to consider that Hans Holbein designed the capitals of the More Chapel in the Old Church, but in a modern standard work, Sir John Summerson's *Pelican History of Architecture in Britain*, this attribution is referred to merely as a guess dating from 1898. Ranging over a long period and using mainly published sources of varying reliability is bound to produce some mistakes and it would be tiresomely pedantic to warn readers against this had not Mrs. Holme made such a valuable contribution to the literature of Chelsea. She revives many old memories which were on the way to being forgotten and her work will be read, consulted and enjoyed for many years to come.

LESLEY LEWIS.

BALANCE SHEET
AND
ACCOUNTS

Life Membership Fund Account for the year ended 31st December, 1971

INCOME				EXPENDITURE			
			£				£
Life Membership Fund 31.12.70	...	...	974.40	Transferred to General Fund towards current	...	...	...
Life Membership Fees in 1971	...	...	366.50	expenses	...	...	105.99
Interest on Post Office Account	...	...	72.31	Life Membership Fund 31.12.71	...	...	1307.22
			<u>£1413.21</u>				<u>£1413.21</u>

*Chelsea Embankment Fund
Balance Sheet as at 31st December, 1971*

LIABILITIES				ASSETS			
			£				£
Fund at 31.12.70	...	...	3381.98	Balance at Bank:	...	...	...
Add Surplus for 1971 from Income	...	...	...	Deposit Account	...	...	4311.67
and Expenditure Account	...	...	1121.77	Current Account	...	...	192.08
Fund at 31.12.71	...	...	4503.75				<u>£4503.75</u>
			<u>£4503.75</u>				<u>£4503.75</u>

Income and Expenditure Account for the year ended 31st December, 1971

INCOME				EXPENDITURE			
			£				£
Donations	...	...	999.50	Expenses	...	...	...
Interest on Deposit Account	...	...	122.27	Surplus for year carried to Balance Sheet	...	...	1121.77
			<u>£1121.77</u>				<u>£1121.77</u>

I have examined the above Balance Sheets and Accounts and I certify them to be in accordance with the books and vouchers of the Society.

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