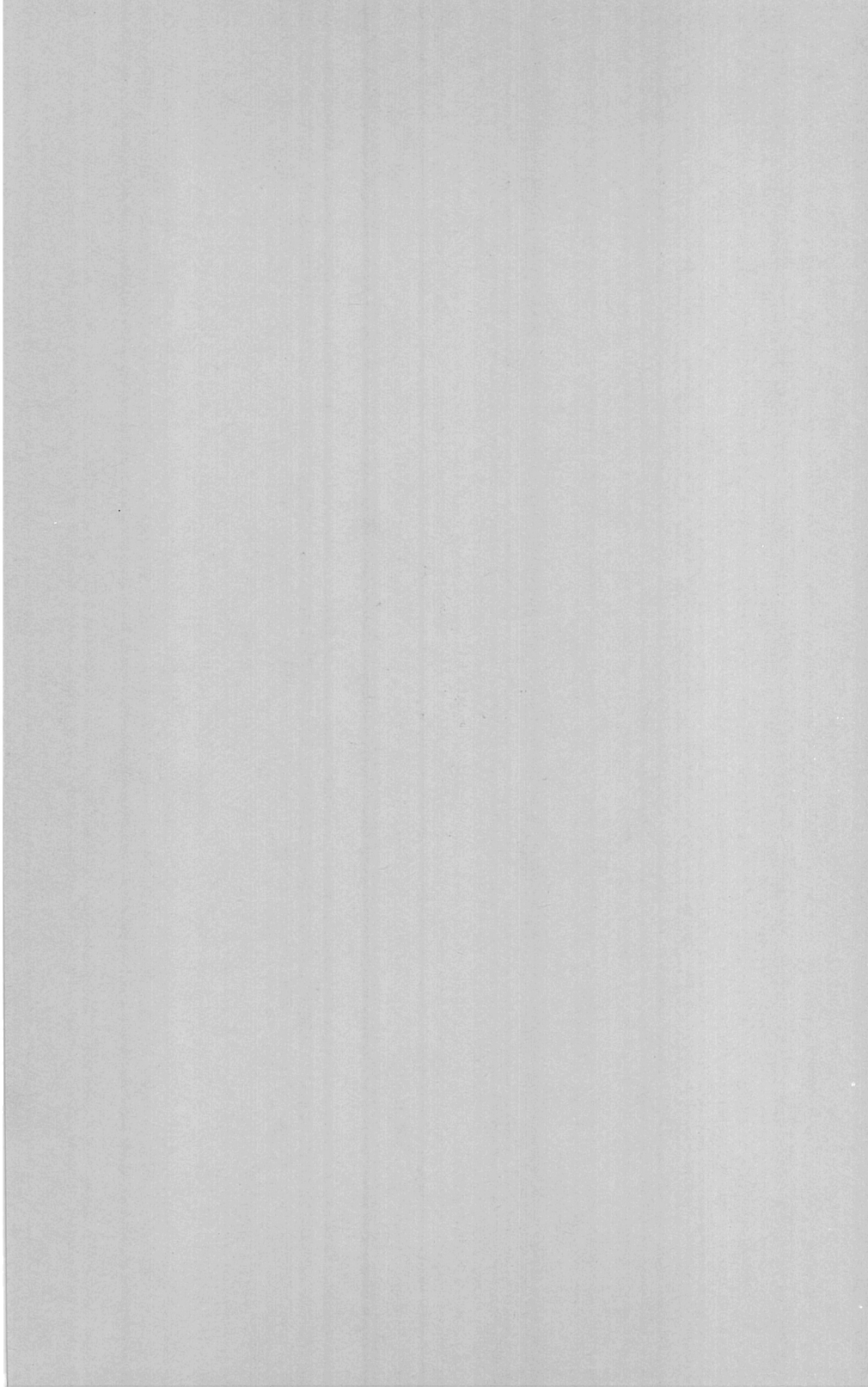


THE CHELSEA SOCIETY

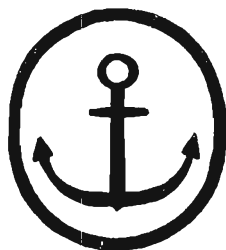
THE ANNUAL REPORT 1969



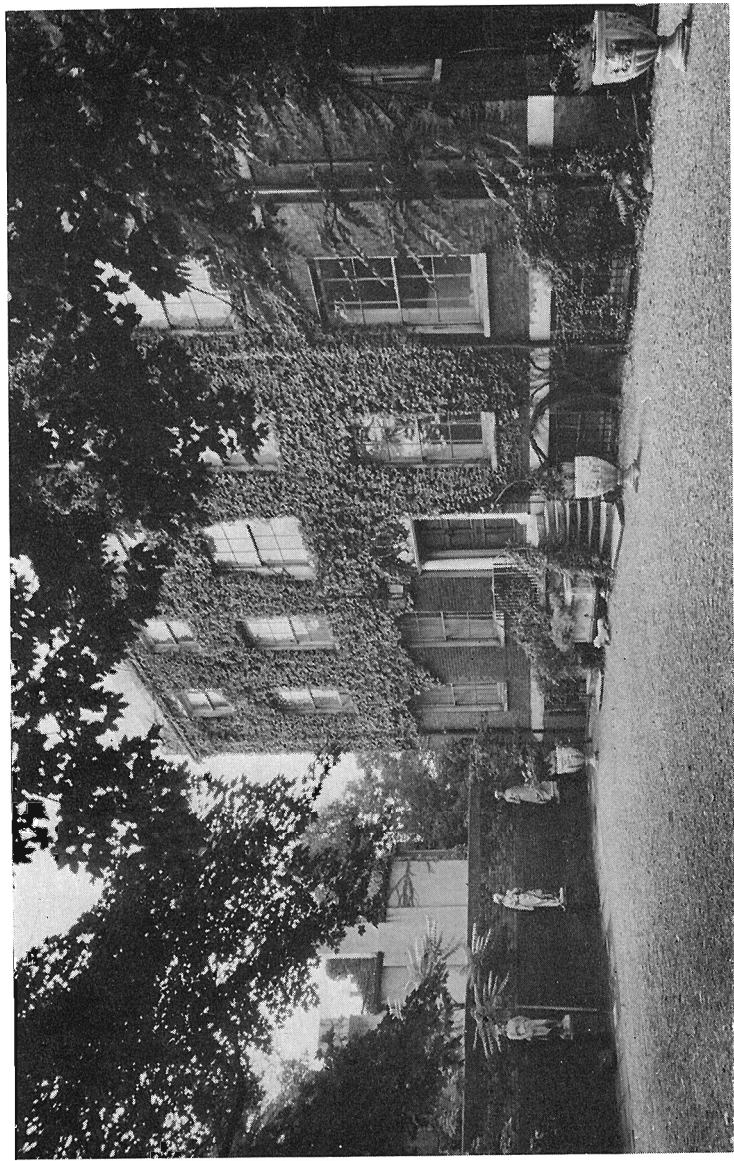


THE CHELSEA SOCIETY

THE ANNUAL REPORT 1969



Price Seven Shillings and Sixpence



Sloane House 1953, from the Street Courtyard

C O N T E N T S

	<i>Page</i>
LIST OF ILLUSTRATIONS - - - - -	4
COUNCIL OF THE CHELSEA SOCIETY AND CONSTITUTION -	6
ANNUAL GENERAL MEETING - - - - -	8
REPORT FOR THE YEAR 1969 - - - - -	8
1. Membership.	
2. Summer Meeting.	
3. Pier Hotel Site.	
4. 12 Manor Street.	
5. The Pheasantry, Jubilee Place.	
6. 12 and 14 Cheyne Walk.	
7. Positive and Negative.	
8. Granada Site.	
9. Royal Avenue.	
10. Public Meeting: Save the Embankment.	
ADDRESS BY MR. JAMES ELLIS, A.R.I.B.A., A.A.DIPL., ON CONSERVATION AREAS - - - - -	22
OBITUARY: SIR ARTHUR RICHMOND - - - - -	29
SLOANE HOUSE BY JOHN EHRLMAN - - - - -	31
TOWN AND COUNTRY PLANNING ASSOCIATION: NATIONAL CONFERENCE REPORT BY LESLEY LEWIS	37
THE FLOATING POPULATION OF KENSINGTON AND CHELSEA BY ROLAND CLARKE - - - - -	38
FINANCIAL STATEMENT - - - - -	40
LIST OF MEMBERS - - - - -	42

LIST OF ILLUSTRATIONS

	<i>Page</i>
1. Sloane House in 1953, from the Street Courtyard	
	<i>Frontispiece</i>
2. The Garden at Sloane House by Archibald Smith, 1911	33
3. F. P. Thompson's Map of Chelsea, 1836 - - -	35

THE CHELSEA SOCIETY

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

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Vice-Presidents

THE WORSHIPFUL THE MAYOR OF KENSINGTON AND CHELSEA
and

GENERAL SIR HARRY KNOX, K.C.B., D.S.O.

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MISS IRIS MEDLICOTT, B.Sc. (Estate Management)

MRS. CUTHBERT ORDE, B.A.

Hon. Auditor

R. G. EDWARDS, ESQ., A.G.A.

THE CHELSEA SOCIETY

MRS. ORDE, 1 DURHAM PLACE, S.W.3

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, ten shillings 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 10s. for life membership.*

The Annual General Meeting

of the Chelsea Society was held at
The College of St. Mark and St. John,
King's Road, S.W.10
on Monday, 27th October, 1969 at 8.30 p.m.
by kind permission of the Principal

The President, Sir Anthony Wagner, took the chair, and welcomed the Mayor, Miss Elizabeth Christmas, on the platform. He then thanked the Principal for putting the hall at our disposal and expressed our sympathy with the College, the oldest teaching college in the country, dating from 1841, in its enforced removal from London for the building of the West Cross Route.

The Minutes of the Annual General Meeting held on 8th October, 1968, were duly approved and signed by the President.

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

Chairman's Report

1. *Membership*

785 an increase of 54 since the Chairman's last Report.

2. *Summer Meeting*

Our Summer Meeting was held on 7th June, 1969, at the kind invitation of the Chelsea Arts Club.

The Mayor was present and there was a large attendance of our members. The weather was favourable so that we were able to enjoy the delightful garden to the full. We are most grateful to the Club for its hospitality.

3. *Pier Hotel Site*

This site has now been empty for a year. A planning application to build thereon a 405-bedroom hotel became at length the subject of a Public Inquiry on 10th September, 1969, where considerable local opposition to the plan made itself heard. The following letter was sent from this Society to the Inspector in charge of the Inquiry:—

5th September, 1969

SITE OF OLD PIER HOTEL,
CHEYNE WALK/OAKLEY STREET, S.W.3

The objections of our Society to a major hotel in this position are that we strongly feel this region should remain a residential area. The hotel would be resented, amongst other reasons, as a big generator of traffic and noise, and not least by residents in the streets behind Cheyne Walk to the west of Oakley Street, who already have such difficulty in finding parking space in the evenings.

The proposed building has a very poor relationship with its neighbours (especially the Ashbee houses on Cheyne Walk) and with Oakley Street. It is too massive and disruptive to bring into a Conservation Area, where the character is small and domestic.

We sincerely hope that the projected hotel will not be sanctioned and that this corner of Oakley Street may be renewed in harmony with "Chelsea Village" of which it has always been a part.

Lord Conesford and Sir Patrick Hamilton had briefed Counsel to voice their objections to the proposal and Mr. David Lidderdale, of the Council of this Society also spoke strongly against the plans. It is a great pity that the Borough, which opposed the application, was so very weakly represented at the Inquiry. We now await the report of the Inspector.

4. *12 Manor Street*

In February an application was made to construct a multi-cinema at this address. Local residents are to be congratulated on the opposition they showed to this project. The following letter was sent to the Borough by this Society:—

7th March, 1969

12 MANOR STREET

Our Society wishes to express its opposition to the proposal for converting the ground floor of Chelsea Towers into a cinema. We do our best, as you know, to prevent the world of business and entertainment from spreading out of the King's Road into the residential streets that lead off it, and such I believe also to be the policy of the Borough. You are thoroughly familiar with the arguments against such a proposal—increased traffic congestion, nocturnal din—and will, I hope, find them convincing in this case.

It is gratifying that the Borough refused the application.

5. *The Pheasantry, Jubilee Place*

In August a plan was submitted to the Borough to build a hotel of eight storeys, rising to 90 feet, with 266 bedrooms, on the site of the Pheasantry, with shops and car parking, a new road into King's Road and access from Burnsall Street. The area involved comprises 152-168 (even) King's Road, 8-24 (even) Jubilee Place, 1-4 Joubert Studios, 3-5 Jubilee Place and 6 Burnsall Street. There was an immediate outcry from local residents and the Victorian Society is to be congratulated on its initiative, and the Minister of Housing and Local Government on his response in securing for the Pheasantry and for number 12 Jubilee Place the status of buildings of architectural or historic interest (Grade II).

Mrs. Orde attended a meeting in the Pheasantry organised by residents on 4th September, where she declared the hearty support of the Chelsea Society to their protest. Meanwhile, on 25th August, I had written to the Borough Planning Officer as follows:—

25th August, 1969

PHEASANTRY PLANNING APPLICATION

I have looked at these plans and have to say that I find them unacceptable on almost every ground. Jubilee Place is of the essence of Chelsea, an old-fashioned small residential street with studios off it. To bring shops and a great hotel into this area would be detestable and I sincerely hope that the Borough will not contemplate sanctioning this proposal.

This letter, on the renewal of the application was followed by another on 11th October:—

11th October, 1969

12 JUBILEE PLACE AND 152 KING'S ROAD

The tardy listing of the Pheasantry as a building of architectural interest makes it all the more imperative that the Borough should resist the proposed development. This Society feels very strongly that the Pheasantry with its studios, and Jubilee Place that, even now, manages to keep a good deal of the charm and quietness of a small residential street, possess those qualities particular to Chelsea that we so much hope to preserve. I trust that the application will be refused.

We hope that the Pheasantry is now safe for many years to come.

6. *Nos. 12 and 14 Cheyne Walk*

Listed as buildings of architectural or historical interest, Grade III.

In May an application was made for the rebuilding of No. 12 Cheyne Walk, on which I wrote to the Borough Surveyor that I presumed the Borough would not sanction any change here except for the most urgent and special reasons. Though not one of the more venerable houses in Cheyne Walk, No. 12 matches its neighbour No. 14, and our Society feels that any tampering with the appearance of any part of Cheyne Walk should only be undertaken with the greatest circumspection. The application was withdrawn.

On 8th October last, an application was made to demolish and rebuild No. 14. On 11th October I wrote to the Borough in much the same terms as those of my previous letter.

Plans were then put on view at the Old Town Hall for a rebuilding of the two houses Nos. 12 and 14 in a five bay early Georgian style. The proposals are as good as we could hope for. Indeed it is lucky that there is somebody who wants to develop these houses for high quality residential purposes in so suitable a style.

7. *Positive and Negative*

Those who listen to the reports of the Chairman of this Society perhaps sometimes think to themselves that the Chelsea Society is always saying no, it always seems to be taking a negative line. To which I answer, in the first place, that it is much easier to say yes than no. For one thing the person to whom you say yes will not expect you to formulate the reasons for your answer. And is negative really the word for us? Defensive, yes, if you like. We have something most precious to defend, residential Chelsea. Our resistance in that cause is not negative, it is Battle of Britain stuff. There are persons, I know, who think that our objection to the slip-road onto the Embankment is negative. What? We see a great threat to our riverside. We jump to its defence, the persons do not jump. Who is being negative, ourselves or the persons?

To those who ask for offensive or undeniably positive action on our part, I say that we are continually on the look out for opportunities. A matter on which at the moment I would like, and hope, to see our Society exerting itself is in pressing upon the planners the urgent need for something to be done in that neglected area on the west side of Cremorne Road, in the Lots Road neighbourhood. I hope we know how to be offensive.

8. *Granada Site*

In July plans were submitted for the development of this important site with a retail shop on the ground, first and second floors, and 24 one-bedroom flats on the third to the eighth floors. The height of the building would be 100 feet. There would be a car park in the basement for 27 cars.

The scheme seemed to us visually unobjectionable on the whole, as the lower block follows neighbouring buildings in mass, and the upper block punctuates the junction of King's Road and Sydney Street reasonably well. We object to the use of flashy gold anodised aluminium panels 25 feet high by 10 feet wide running round the lower building, which would be harshly out of keeping with the Town Hall opposite. It would be preferred if the same material were not used also on the upper balcony fronts.

A lesser objection is to the angling of the Sydney Street facade, which is not in line with the College of Aeronautics.

The car parking is only about two-thirds of what should be provided. This last is a very serious objection.

I wrote to the Borough Planning Officer in this sense on 25th August.

9. *Royal Avenue*

Unhappy Royal Avenue! The worst fears of the local residents of the effects of the drugstore upon their daily (and still more their nightly) lives have been realised. The Avenue is now besieged with cars for seven days and nights a week, and into the small hours.

Consistent pressure on the authorities by the Committee of the Royal Avenue Residents' Association, a petition signed by 80 residents, and individual protests, have done nothing to reduce the level of disturbance, which continues and will continue until the Borough Council, in conjunction with the magistrates and the police take steps to restore by means of proper control the modest amenities of a wholly residential area. The imposition of normal licensing hours on the Drugstore, for instance, including closure at 11 p.m., would go a long way towards such restoration.

The traffic noise and danger in the Avenue, made worse not better by enforcement of "one way" on each side, turning it into a motor race track, would be greatly eased if the proposed closure of the King's Road end of the Avenue, to which I referred last year, was to be introduced. This scheme, first put forward to the Council by the Residents' Association four years ago, has done the bureaucratic rounds, and after being thrown out by the legal department of the G.L.C., is now at rest in the Ministry of Transport.

I understand that the residents are to hold a public meeting next week and I wish them well in their further efforts.

The whole saga of Royal Avenue is a small but depressing example of modern urban government. It reflects the apparent helplessness of a substantial number of citizens to make their voices heeded in the halls where these matters are debated, and where decisions are measured by any yardstick except that of the comfort and well-being of those whose lives are most closely affected.

10. *Public Meeting* "Save the Embankment"

Our Society, in collaboration with the West London Architectural Society, convened a Public Meeting in the Chelsea Old Town Hall on 7th October, to protest against the intended slip-road from the West Cross Route onto Cheyne Walk. The hall was packed, including the gallery. There must have been nearly 600 people present. Mr. Raymond Andrews, Chairman of the West London Architects, spoke first, describing the Motorway plans in so far as they affected Chelsea, and illustrating his talk with views and diagrams on a screen. The Chairman of the Chelsea Society then spoke as follows:

Please believe that the Council of the Chelsea Society has not reached the position it has now decided to occupy without much thought, debate and patient hammering out of words.

I speak as Chairman of a Society which exists "to preserve and foster the amenities of Chelsea". Against those two purposes our every action, or inaction, must be judged. There are those, I know, as readers of the local press will be aware, who would like us to extend our activities into collaboration with other amenity societies in raising funds with which to employ experts, with whose advice we could work out a common policy towards the G.L.C.'s. plans for motorways. To such an end, even if we thought it a good one—that is to say, even if we thought that our own specific purposes would not be submerged in the common effort—I have to say that our Society simply is not adapted. We have no paid secretariat, no paid officials of any kind. Our organisation is run almost entirely by people with jobs, in their spare time. Do not then expect too much from us of an administrative nature. On moral, social and aesthetic issues we will try not to fail you.

What then is our attitude towards the G.L.C.'s. motorway plans in so far as they affect Chelsea?

The first I heard of them was that central London was to be enclosed within a rectangular Box Road. Chelsea was included in central London. Chelsea's western frontier coincided with the west side of the Box. A new bridge was to be built over the river by the Chelsea Basin to convey the West Cross Route to Battersea where it would soon join the south side of the rectangle for the use of such traffic as was bound for the docks and eastwards. Chelsea, it seemed, was in clover.

Heavy through-traffic, whether north-south or east-west, would be taken off the Chelsea streets. Was it likely that Chelsea would then protest against the West Cross Route? Having said that, I gulp uncomfortably as I think of the College of St. Mark and St. John and of the other casualties that will be caused by the West Cross Route. It can only be said that it looks as if the casualties will be much less in Chelsea than in almost any other Borough affected by the motorways.

At the end of 1966 a new stage in the plans was divulged by the G.L.C. From a *Report on Location of Motorway, Interchange Schemes etc.*, it became apparent that in the region of Lots Road Power Station there was to be a Chelsea Interchange from which two (later four) slip roads were to be built down to the Chelsea Embankment, cutting across the Chelsea Reach where the houseboats are moored, and converging at the head of Battersea Bridge. These two slip roads were to be part of the first stage of construction. They would be completed before work on the new bridge had even begun. Several years, perhaps ten, would then elapse before the bridge and the southern part of the Box Road were built. During this time our Embankment would be serving as the south side of the Box Road. The motorway plans suddenly took on quite a new aspect for us.

Lord Conesford, a former chairman of our Society, and Mr. J. M. Richards, of our Council, editor of the *Architectural Review*, both of whom live in Cheyne Walk, and myself, obtained an interview with Mr. Vigers, Chairman of the Planning and Transportation Committee of the G.L.C., in the hope of hearing more about the G.L.C.'s plans for the Embankment Road. Was the road, for instance, to be widened to absorb the deluge of traffic that might be expected down from the West Cross Route along the slip road, and if so was this widening to be made possible by the demolition of houses along the Embankment or by an expansion of the road out over the river? We learned nothing. Mr. Vigers could tell us nothing about the intended future of the Embankment east of Battersea Bridge. No plans were yet made.

This seemed to us a funny way of doing things. To fling this branch of the Motorway a certain distance along the Embankment, and then to stop and think what to do next! Was this planning? Surely there must be at least some vague general

plan? If so, why could not we be told? Altogether a funny way of doing things, that inspired in us little confidence in the methods of the planners and none whatever in their respect for the amenities of Chelsea.

So the matter was left and so essentially, it has remained. There have been hints of palliatives. Our Borough planning authorities, for example, believed that there was a good prospect of our having a sunk road for the length of the Embankment.

At last I asked Mr. Vigars to come and talk to our Council, which he kindly did on 13th February last. At this meeting we received one good piece of news. From the Chelsea Interchange there was to be built, in addition to the Cheyne Walk slip roads, a connecting road to Wandsworth Bridge, by means of which north-south traffic on the West Cross Route could quickly get south of the river and then, if it was bound eastwards, could quickly proceed along Ringway 2. It was when we heard of this intended road that we began seriously to think of opposing the construction of the Cheyne Walk slip-road.

May I say a word to the inhabitants of Edith Grove, Gunter Grove and the congested north-south roads from Beaufort Street to the western frontier of Chelsea, through which the traffic now thunders to and from the Embankment. (For the sake of brevity let me call these roads collectively Edith Grove.) Your hopes from the West Cross Route are high. We share them and sincerely wish that they may be fulfilled. Many of you argue, I know, that if there were no access from the West Cross Route to Chelsea Embankment, your traffic would become even worse than it is. But would this be the case?

There are now three categories of traffic using Edith Grove:

1. through-traffic, including very heavy lorries, going south over the river or east to the Docks along Chelsea Embankment;
2. delivery vans, builders' lorries etc., with business in the Chelsea Embankment neighbourhood, and
3. private cars of residents and everyone having occasion to go to the Chelsea Embankment and the neighbourhood.

It is hoped, as I understand it, that much of the first category, the heavy lorries coming down the West Cross Route to go south or east, should, until the new bridge is built, cross the river by Wandsworth Bridge. To achieve this end, it seems that traffic control will be necessary, whether the Embankment slip-road is built or not. If it is built, control will surely be needed to prevent the east-bound heavy traffic from going down by the slip-road along the Embankment. If it is not built, control will be necessary, somewhere north of Chelsea, to direct the heavy lorries onto the West Cross Route, so that they will find their way inevitably to Wandsworth Bridge. In either case Edith Grove will be relieved. How much better, in our view, that the end should be achieved by the second rather than the first form of control.

With regard to delivery vans and private cars, it is questionable whether these categories would be much affected by the West Cross Route, even if there were a slip-road to the Embankment. For short journeys to Chelsea from other parts of the London area, it would probably not be worth going up onto the West Cross Route at all. We can hardly hope to save Chelsea from such traffic.

In resisting the building of the Cheyne Walk slip-road, we are not, please, leading a Cheyne Walk party against an Edith Grove party. What we all want is the completion of the West Cross Route and of the new bridge and of the Box south of the river.

But in these last words we encounter one of the many imponderables continually to be met in any calculations about the traffic problems of some years hence. Opposition to the building of the Box in Battersea appears to be very strong indeed. Supposing this is successful in preventing its being built there, what purpose would there then be in the building of the new bridge? It would not be built, and our Embankment, firmly welded to the West Cross Route by the slip-road, would become permanently the south side of the Box. That is what we fear.

At a public meeting called by the Borough in this hall on 10th April to give publicity to a Report of the Strategic Planning Committee of the G.L.C., I took the opportunity to speak about the traffic plans for the Embankment, quoting various encouraging phrases from the G.L.C. manifesto such as:—

“Consideration will be given to sinking routes below the surrounding levels where possible.”

“We will seek to provide free and safe movement for pedestrians.”

“Planting trees, removing eyesores and re-developing unsatisfactory river fronts.”

“Ensure that quality is brought to everything concerned with the river.”

There was even a reference to “Thames-side improvement grants”. Mr. Vigars then spoke. The occasion was perhaps not one on which precise promises could be made. I certainly walked away from that meeting without feeling that my purse had been enriched by any hard cash. The air was full of imponderables, of rumour and surmise. What chance was there of our embankment road ever being put underground? What hope was there ever again for a pedestrian to enjoy our riverside which was once the pride not just of Chelsea but of London? What likelihood was there of that West Cross Route bridge ever being built? What hope for Edith Grove? How far would the Wandsworth Bridge link solve our problems?

Amidst these imponderables there lay one exceedingly ponderable object, the Cheyne Walk slip-road, a concrete tentacle from the greater monster, swooping down to claw at our embankment, an object of the greatest weight, which, once it is built, nobody is ever going to be able to afford to remove. How far, I asked myself, would this object conserve and foster the amenities of Chelsea? Let us remember, and let our Borough remember, that it has lately designated Cheyne Walk as a Conservation Area. The boundary of the Area includes the Embankment Road and goes well out over the water. Let not only our voice but the voice of our Borough be heard in the land, and along the water to County Hall. We are not asking for an irrevocable course of action. If after the bridge is built, we all agree that the system requires the Embankment slip-road, well, build it then. If, however, the slip-road is built before, and then regretted, an irrevocable mistake will have been made.

So, at length, at a meeting of our Council at the beginning of June, it was decided by a unanimous vote of those members present, that we should raise our voice both *for* the building

of the Box Road and *against* the building of the slip-road to Cheyne Walk, and that we should call a public meeting to proclaim our decision. Here, then, is the meeting, the purpose of which is twofold, first, to inform you all of our policy and, second, to obtain, if possible, your vote in favour of that policy. The resolution for which I ask your suffrage is as follows:—

“This meeting, fearing that the Chelsea Embankment may become the south side of the Box Road, calls upon the G.L.C.

- (1) To build the Box Road as originally planned,
- (2) Not to build a slip-road to Cheyne Walk, before the new bridge has been built,
- (3) To declare its plans for the Embankment Road between Battersea Bridge and the Houses of Parliament, and, if it has no plans, to say so.”

This is the Motion on which, at the end of our meeting, I shall call for a show of hands. You will have noticed in the resolution the words “Houses of Parliament”, words that did not get there by accident. Surely the inmates of that establishment must realise the great danger to which they will be exposed of being swept away and drowned in a deluge of traffic, if sluices are opened from the West Cross Route onto Chelsea Embankment?

From the platform Mr. Marcus Worsley, M.P., then spoke, followed by Sir Malby Crofton, Leader of the Borough Council, and Mr. Baldwin, Chairman of its Planning Committee. They heartily applauded the holding of the meeting and the concern shown in Chelsea for its Embankment by the large attendance in the hall.

Mr. Worsley said he did not believe our Society’s criticisms of the Motorway plans were negative. We all realised that the great problems of London transport could not be solved without change and for that reason we were in favour of the building of the Motorway Box. “The essence of our agitation is our fear that as a result of inaction the Embankment is in danger of becoming the south side of the Motorway Box. This would be intolerable. That is why as a community we want to see a comprehensive plan carried out for the dispersal of traffic in Central London. That is why we insist the southern side of the Box should be built. Nothing has frightened us more than the fact that the southern side has not been planned.”

Sir Malby Crofton then spoke. He said that the Borough is a Residential Borough with a high population of both old and young people who both require, for a different reason, as much peace and quiet as possible. We are therefore opposed to traffic in general and want to have as little of it as possible. Our traffic problems are twofold. First, traffic coming along main routes, like the Embankment and, secondly, traffic, particularly heavy lorries, infiltrating on short cuts through the side streets. Our Parking Control Schemes have helped to reduce main route traffic, but the answer to infiltration is the complete implementation of Ringway 1. He hoped that Mr. Vigars would persevere with his plans for Ringway 1 and not give in to the extremely vocal opposition. If he had to make concessions on Ringway 1 then he should establish an order of priority. On any priority list Chelsea would have to take top place as regards the conservation of amenity, for Chelsea is a unique part of London and if its atmosphere is to be destroyed, even to the least extent, then there is no point whatever in attempting to preserve any other part of London.

Mr. Baldwin then spoke. He said the Council supported the first and third parts of the Society's resolution, but not the second. The Town Planning Committee had agreed to the slip-road being built, with the important proviso that the amenities of Chelsea would not be ruined. Mr. Baldwin said he did not know whether it was possible for the road to be sunk below the Embankment, but the committee had suggested it to the G.L.C.

The meeting was then opened to general debate. Mr. Vigars, who had braved our company, spoke first and was given a warm and vociferous reception. Very many voices were raised in favour of the resolution, which, in its entirety, was at length, with a show of hands, carried by an overwhelming majority. It only remained for the Chairman to thank the company for turning up in such force, and to thank those, who, by their work or by their donations made the organisation of the meeting possible.

Where, you may ask, does all this get us? Well, we are sending the Minister of Housing a set of sheets, containing nearly 450 signatures, on which members of our Society and others have subscribed their allegiance to the resolution.

For the moment I have only one more thing to say. There was a passage in my speech at the Public Meeting about which I had felt nervous, the passage, you may remember, in which I sought to give hope to the inhabitants of north-south streets in West Chelsea by the idea of traffic control. I divided the traffic in those streets into three categories, heavy through traffic, local delivery vans and private cars. This rough and ready classification, I was well aware, was merely based on my casual, amateur's observation. I was only too conscious of the warnings given me by some of my friends at the first suggestion of our having a public meeting. "Are you prepared? Have you the facts? What do you know about the volume of traffic using the Embankment, and its composition and its origins and its destinations? If Mr. Vigars is at the meeting, he's going to make rings round you with statistics and technicalities. You're going to look an awful fool."

Now, somewhat before the meeting I had written a letter to Mr. Vigars, asking him many questions about the planning of the West Cross Route and the slip-road. One of my questions was: "Has an origin and destination survey been made of vehicles using the Embankment?" The answer was: "We do not know of any origin and destination survey having been carried out." The answer was not amplified by any hint of such a survey being intended by the G.L.C., which, as in the case of Aeroplane Noise, is no doubt leaving such tasks to private enterprise. (Thanks, Margot Eates, for all you do).

Surely this was a momentous confession. The planners of the slip-road onto our Embankment do not know the nature of the traffic they are planning for. They do not know how much of it might be sent south of the river, for they do not know where it comes from or where it is going to. Nor do they seem to care to know. By heaven, that's not the way to treat our Chelsea traffic!

So I was not demolished by Mr. Vigars' statistics for he had none to shoot at me. What sort of planning is this? What words would you choose to describe this casual approach to our problems? Sloppy, lazy, feckless, frivolous, supine, criminally negligent . . . ?

Address by
Mr. James Ellis, A.R.I.B.A., A.A.Dipl.
on Conservation Areas

This is a report from a serving member of your Council—not a speech. I have been asked to talk about “Conservation Areas” so I will, and also explain how I come to be concerned with them, partly—indeed largely—on your behalf.

Conservation

Conservation as a word derives the special meaning it now has in relation to planning from the “Civic Amenities Act 1967” which was an Act:

“To make further provision for the protection and improvement of buildings of architectural or historic interest and of the character of areas of such interest; for the preservation and planting of trees; and for the orderly disposal of disused vehicles and equipment and other rubbish.”

A quotation from Part 1, Section 1—

- “(i) Every Local Planning Authority shall from time to time determine which parts of their area, or in Scotland district, are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and shall designate such areas (hereafter referred to as ‘Conservation Areas’) for the purpose of this section.
- (ii) The Minister may after consultation with a Local Planning Authority, give to that Authority such directions as he thinks necessary with respect to the exercise of their functions under Sub-section (i) of this section; and it shall be the duty of the Authority to comply with any such directions.
- (iii) Before making a determination under this Section, a Local Planning Authority in Greater London shall consult with the other Local Planning Authority or Authorities for the area to which the proposed determination relates, and a Local Planning Authority outside Greater London shall consult with the Council of each County District of which any party is included in that area.

- (iv) The Local Planning Authority shall give notice to the Minister of the designation of any Conservation Area, and of any variation or cancellation of any such designation with sufficient particulars to identify the area affected, and shall cause the like notice to be published in the *London Gazette*."

A further quotation from

- "(vii) The Local Planning Authority for the purposes of this section, shall in Greater London be the Greater London Council and also—Sub-sections
 - (a) in relation to the City of London the Common Council; and
 - (b) in relation to a London Borough, the Council of that Borough."

Thus your Council of the Royal Borough of Kensington and Chelsea for doing this "designating" and submitting to the Minister.

Development Plans

The Council of Kensington and Chelsea is responsible for more than just "Conservation Areas".

The Town and Country Planning Acts of '62 and '68, with their appropriate amendments, require Local Authorities who have not submitted to the Minister a development plan for their area, to carry out a survey of their area and within such period as the Minister may in any particular case allow, submit to the Minister a report of the survey together with a development plan for their area.

In a complicated case like London, this means the preparation of a main framework by the Greater London Council and the infilling within that framework by the individual Boroughs.

The officers and the Town Planning Committee of the Borough Council have been working on this for some time.

Comments on the consultative text of the Greater London Council's draft written statement on their structure plan have already been considered by the Town Planning Committee and unless major procedural delays occur, the public inquiry

into the Greater London Council plan could be completed by July 1970. Allowing the Minister a year approximately, in which to reach his decision, this brings us to mid-1971. It is after that date that our own Borough structure plan can be submitted to the Minister through the Greater London Council and only after it, in its turn, has also been approved, that we (K & C) can publish our local plan. With a similar procedure of Enquiry Approval, the Local Development Plan would not come into being until 1973 or 1974.

Participation

Ratepayers will recall that in the Local Affairs Bulletin published in September 1968, the public were invited to send their observations regarding any matters which they felt should be borne in mind by the Council in preparing their Local Development Plan.

To make sure of getting some participation the Borough Council authorised, at the same time, the creation of a Development Plan Sub-Committee (or Working Party) to assist the Town Planning Committee.

This is a device to enable them legally to co-opt non-elected citizens to assist with Borough affairs and thus to ensure that informed local opinion is reflected in the plan. This Committee has co-opted members—and I choose my words very carefully—who were recommended to them by the Kensington Society, the Chelsea Society, the Borough Youth Committee, and the West London Architectural Society.

To the Council's credit they did this in advance of any particular requirement—such as those recommendations now enshrined in the Skeffington Report.

People and Planning

Report of the Committee on public participation in planning. Chairman, Mr. A. M. Skeffington, M.P., Joint Parliamentary Secretary, Ministry of Housing and Local Government. Quotation from para 92, Amenities Societies:—

“The arguments for giving special rights to bodies whose interest is specially concerned with the environment and physical planning are, at first sight, attractive. Certainly, many have shown themselves vigorous, well organised and possessing considerable expertise—and the increase in numbers

throughout the country has been quite remarkable. Much as we admire the work of such groups, we think that it would be wrong to give statutory recognition to any organisation which represents only one of the multiplicity of interests affected by a plan. That does not mean that they will not be informed; they should be as soon as possible. There is, of course, the obligation upon the Authority to provide adequate publicity and consider representations as laid down in the Act; but no one group should be in a privileged position."

At about this time last year the Town Clerk wrote to the Chelsea Society asking it to recommend a citizen to serve with this Development Plan Sub-Committee and I drew the short straw, since when I have been attending the meetings of this Sub-Committee. After an early, if not actually the first meeting, I asked if I could make use of Committee documents to help me keep the Council of the Chelsea Society informed of matters which I thought would interest them, and you ought to know that we received the following reply to requests for such documents from the Town Clerk.

"I regret that it will be impossible to comply with this request because the Council's Standing Orders prohibit such practices. It occurred to me that it might be useful to set out Standing Order 54 which governs the proceedings of Committees. It reads as follows:

'All agenda, reports and other documents and all proceedings of Committees and Sub-Committees, shall be treated as confidential to members unless and until they become public in the ordinary course of the Council's business.'

Although Mr. Ellis was co-opted to the Committee because of his connections with the Chelsea Society, he does, of course, serve in a personal capacity and like other members of the Committee he is bound by the Standing Orders of the Local Authority. Naturally, Mr. Ellis will possess a personal knowledge of the Chelsea Society's policy and he could always invite the Sub-Committee to consult the Executive Committee of the Society on matters in which they had a particular interest."

So, ladies and gentlemen, you will, if there are questions in a moment or two's time, not expect me to answer for, or on behalf of, the Borough Council or its Planning Committee.

The work of the Development Plan Sub-Committee has been largely of two kinds:

(a) Helping to frame the Borough Council's criticism of the Greater London Council development plan, so that as far as possible, we get the proper context for the Borough's own development plan which has to lie within the Greater London Council's plan.

This has involved making comments or specific objections to items in the G.L.C. plan in order to secure the right to be heard on these issues when it comes to the public inquiry next summer.

Examination clause by clause of the Greater London Development Plan has kept the officers of the Borough Council very busy and meant some long evening's work by the members of the Committee.

(b) While the officers and Planning Committee have been getting on with assembling data to assist the preparation of their own Borough Development Plan, we have been helping to identify the areas to be designated as conservation areas, which, of course, form a very important part of the Borough's Development Plan.

At the back of the hall you can see two sets of plans (1) the recommendations for conservation areas put forward by the Chelsea Society last year, and (2) the Borough's proposals for conservation areas in that part of Chelsea in which we are most interested, and I hope you will notice the marked similarity. In Chelsea the areas so far formally designated by the Borough Council are—

Thurloe and Onslow
Royal Hospital
Cheyne

and those being considered for designation in due course are—

Markham Square
Milner Street
Cadogan/Pont area
Sloane/Stanley area.

These and the other areas in the northern part of the Borough which I think we can safely leave to the Kensington Society, come into being in the following way.

(1) The officers of the Council with the special knowledge available to them and any representations that may have been made by the public, sketch up suggestions for conservation areas.

(2) These are presented to the Development Plan Sub-Committee where all concerned, including representatives such as myself, feed in bits of special pleading from Residents' Association and their Societies etc. When all are agreed on the reason for their particular area, we examine the site by walking up and down the streets and looking at all the bits and corners of it. It is then—

(3) Formally submitted to the Town Planning Committee and provided they are satisfied they—

(4) Put it to the Borough Council for designation.

(5) When the Council have designated the area they notify the Minister who then records it as conservation area No. so and so, or with its name, if it is to be known by name.

It then becomes the responsibility of the Borough Council to spell out what they mean by "conservation" for each area and it is important for us to recognise what areas are designated as conservation areas for a variety of different reasons and that therefore different criteria for conservation will apply in each case. The area can have been chosen (a) because of the general small scale of the residential property and its envisaged character, (b) because of the grandeur of axial planning relating to some very significant building, (c) or because of an important element of open space and trees, or other such distinct reason.

Once designated it then falls upon the Borough Council to spell out what they mean by conservation for each area. They have done this so far only for one of the northern areas where their policies and practices are spelt out in a paper entitled "Morland Regained" and from which I have authority to quote.

(Mr. Ellis did then make some quotations from this paper).

You will understand from all this that it does not lie with me to tell you what conservation will mean in each area, and that I cannot speak for or prejudge decisions of our elected representatives on the Borough Council, but I will continue to serve on this Sub-Committee as long as the Chairman wishes it, and will do my best faithfully to represent the Society's points of view. Thank you.

The Mayor then said a few words of goodwill to our meeting and expressed her pleasure at being present and her interest in whatever happened in Chelsea.

The meeting being opened to general discussion, Mr. Ellis was asked by Mr. Speak to define the difference between Preservation and Conservation. Making witty use of the analogy of a vintage car, he showed that a Conserved, as opposed to a Preserved object, might contain virtually no part of the original thing.

[This Society is sincerely grateful to Mr. Ellis both for his interesting talk and for giving up a good deal of his time and energy to serving on the Development Plan Sub-Committee.]

Other speakers were Mrs. Marsden-Smedley, who complained, and was certainly voicing a general complaint, that our Library is much impoverished since the union of our Borough with Kensington; and Mr. Q. Morgan Edwards, who again was voicing the opinion of many when he complained of the fouling of our pavements by dogs. Mrs. Kitty Preston, supported by Mr. John Gullick, asked whether the Society would follow up its Embankment campaign by taking a whole page in *The Times* to give publicity to our protest. The Chairman, while applauding the zeal behind such a proposal, wondered whether the money required would be well spent and wished to refer the matter to his Council. Miss Mary Schroeder spoke with moving sincerity about the inspiration which the great river, on whose banks we live, could and should bring to our lives.

The meeting then adjourned for wine and cheese.

Obituary

Sir Arthur Richmond, C.B.E.

The Chelsea Society—and his many other friends—were much diminished by the death of Sir Arthur Richmond on 6th November, 1968.

For many years a member of the Society, he served on the Council from 1953 to 1962, and his tact, wisdom and judgement were invaluable assets.

Born in 1879, Arthur Cyril Richmond was the son, grandson and great-grandson of painters. Though himself an accomplished water colourist, it was as an administrator that he made his name.

Travelling abroad for his health as a child, he early acquired the facility in languages that enabled him to learn Spanish in his eighties.

As a young man he served on Milner's staff in the Transvaal, and as Secretary to Sir Robert Morant, author of the Education Act of 1902. As Deputy Director of the Victoria and Albert Museum he helped to replan it on its present lines.

It was in the post-war years, however, that he achieved his greatest success, as Founder, Secretary and later Chairman of the Land Resettlement Association, and the principles he laid down, often against expert advice, contributed largely to the Association's remarkable record in turning unemployed men with industrial backgrounds into successful smallholders.

In addition, Sir Arthur served for twelve years on the Royal Fine Art Commission—for nearly four of which he was acting Chairman.

On retiring at 80 he continued to live a full and active life, helped by his wife, Gretta. He lectured and advised on land resettlement matters in France, Italy, Iraq, the Lebanon and Persia. He wrote two beguiling volumes of autobiography. In 1965 he became Chairman of the Thomas More Memorial Appeal Committee and steered it to within sight of its successful conclusion.

For those of us who have known his friendship, however, what is most precious are those qualities of mind and heart that made Arthur the most interesting, stimulating and beloved person in our lives. He had a natural instinct for what was best and most worthwhile in life, and he drew out the best in those around him, so that life in his company was a perpetual and unforgettable voyage of discovery.

J. R. H. Y.

Sloane House, 149 Old Church Street

by John Ehrman

The house stands back from the road, in the upper part of the street, as it has done for about a century and three-quarters; a sight familiar to Chelsea people, and often an object of interest to passers-by. Indeed, to judge from friendly conversations, it gives great pleasure to those who notice it as a surviving landmark of an older scene. I have often been asked exactly when it was built, and who first lived there. It is rather shameful to have to admit that I do not know.

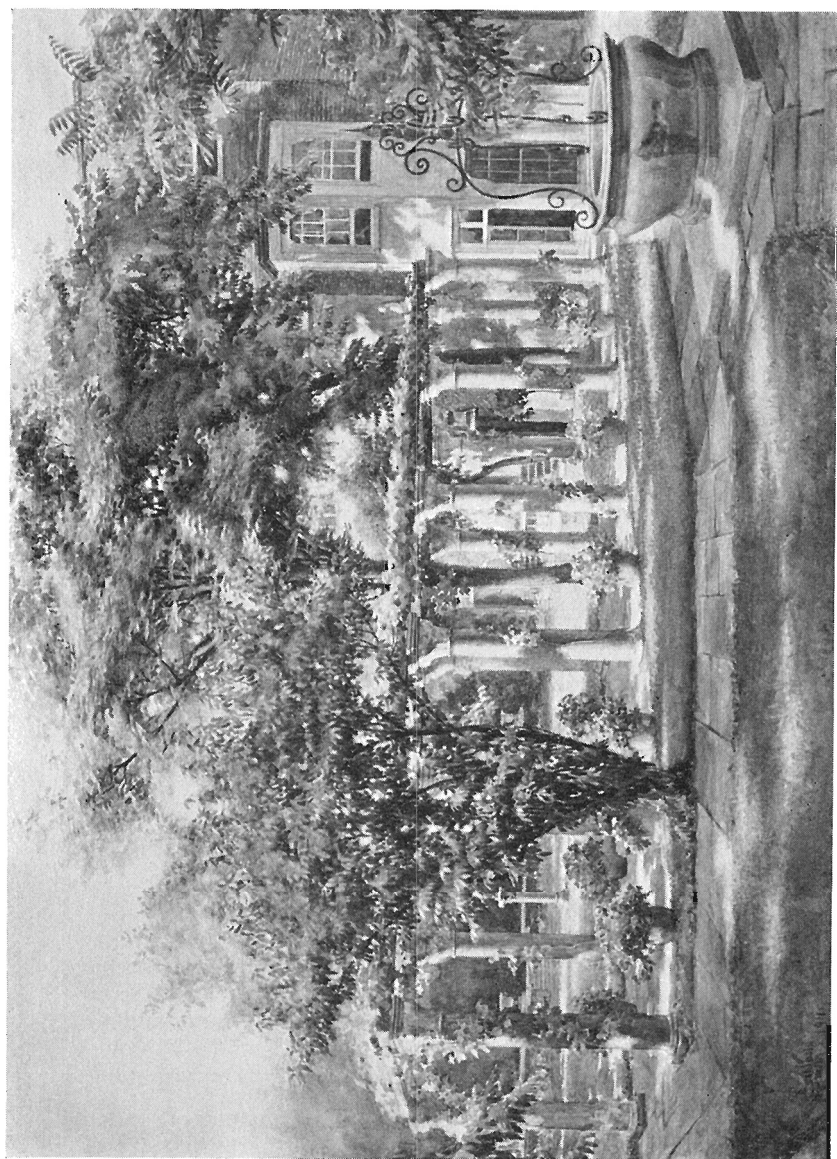
This is not for want of trying. I was warned by my two predecessors that the early history of the house could not be traced precisely, and I am reluctantly obliged to agree. A curious fatality hangs over the subject. The Sloane-Stanley records—for it is Sloane-Stanley property—are no help, for the earlier papers were destroyed in the nineteenth century. No published map exists in sufficient detail between the 1740's and the 1830's, and, it seems, no map of any kind on a large scale for the vital years. The records of the Commissioners of Sewers, that generally reliable body, are missing for this stretch of the street in the eighteenth and early nineteenth centuries. The Middlesex Land Registry is unhelpful, for the property was never sold. And the list of occupants can be traced back only to 1822, although it is clear that the house is older than that. As so often happens in such cases, legend of course abounds; the house agent's advertisement, when I came to live here some fifteen years ago, stated confidently that it had been "the residence of Sir Hans Sloane", which is pure fiction, and I was for long under the hopeful impression that at any rate it had been the home of his younger daughter, Mrs. Stanley. But I fear that this again is fiction, for while one cannot say exactly when the house was built, it seems likely that it was between 1793 and 1805.

These dates are suggested by two manuscript plans of the upper part of Old Church Street. One is a rough drawing, by someone unknown and made for an unknown purpose but dated 1805, which shows the house and its neighbour (now called 'Sloane Lodge') and some of the nearby buildings with their garden walls. The other (in the Greater London Council's collection at County Hall) comprises some sheets of an

estate survey of May 1770, with some pencilled notes added down to 1813. This reveals that two tracts of land, extending roughly from the present Elm Park Road to just short of Queen's Elm Square, were leased for building and gardens to a certain Thomas Turner in 1792 and 1804 respectively, building to start in each case from the end of the year. Since Sloane House stands within the first of these two areas, it would therefore seem probably to date from after 1792 and before 1806.

But it did not look as large then as it does now. Its present appearance (and probably its present name) in fact dates from 1911. Until that time the house and its northern neighbour, Sloane Lodge, although joined together, were inhabited separately; but in 1910 the leases of both were taken by Major R. C. H. Sloane-Stanley, and they were lived in as one house until separated again in 1952. I had not appreciated until a few years ago how much Major Sloane-Stanley did to the property—and how well; but one day I received a letter from a gentleman in Gloucestershire who had bought a parcel of plans and drawings at a local sale, among which were the architects' plans for the alterations to the two houses. Since the plan for the reconstruction of the two gardens—also in 1911—had earlier turned up in the sale of the contents of Paulton House, the Sloane-Stanley's house in Hampshire, the whole story could then be followed.

Briefly, Major Sloane-Stanley built a new section four floors high (to the existing roof level) at either end of the main part of the building, extending its frontage on the street by two windows on the upper floors and one window, at the southern end, at ground level (see frontispiece). He also added a floor to the recessed part of the house at the northern end. While doing this, he threw out bay windows on the garden side, in some cases using the earlier glass removed from the former end wall of the house, and reconstructed much of the interior, turning a nest of small rooms into larger spaces and providing a new staircase. The result, I think, is a triumph, and without the evidence of the plans and perhaps the panelling it would be very difficult indeed to tell that this is not an eighteenth-century design throughout. The architects, Elms & Jupp of Sackville Street, and Major Sloane-Stanley himself, produced what must surely be one of the most successful conversions of a generally insensitive period.



The Garden at Sloane House, by Archibald Smith, 1911

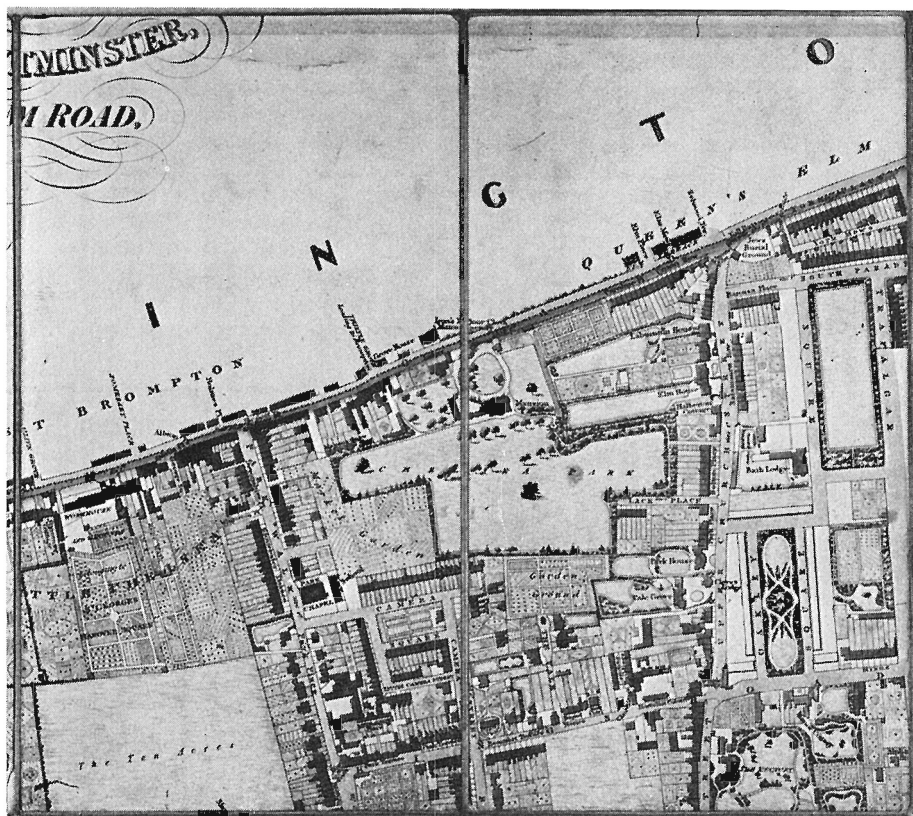
The garden, too, was laid out afresh. In the first half of the nineteenth century it had run deep into the Elm Park at the back, as can be seen on the map of 1836 (figure 3). But the building of Elm Park Gardens in the sixties removed part of the ground, and from then until 1911 it must have been more constricted than before or since, for the old wall separating the garden from that of Sloane Lodge seems to have stood until the later date. In Major Sloane-Stanley's day, however, the two spaces were combined, and they remain so, following his plan, today.

For much of the nineteenth century the house was known as Elm House: it figures as such on maps of the 1830's, and in a street directory of the 1880's. From 1822 to 1845 it was numbered 6 Church Lane; from then until 1867 6 Upper Church Street; from 1867 to 1937 149 Church Street; and since then it has been 149 Old Church Street. From 1822, when names can first be traced, there were quite frequent changes of occupancy at first: four in fact between 1822 and 1845. But in that year Miss Mary Theresa Elliott came into residence, and she stayed, as spinster, married woman and widow, until 1881. For part, and perhaps all, of that time the building was devoted to a particular purpose, to judge by an undated mid-Victorian advertisement.

"Elm House Asylum, Queen's Elm, Brompton, London, S.W., Proprietor, F. A. B. Bonney, L.R.C.S., L.S.A. This Establishment, conducted by Mr. Bonney, Surgeon, and Mrs. Bonney, late Miss Elliott, is especially adapted for the reception of Ladies suffering under the milder forms of mental disease. The most approved treatment is combined with the comforts and recreations of a private family. Experienced Nurses sent to any part of the Country."

By the rate books, Francis Augustus Burdett Bonney took over the lease from Miss Elliott in 1863, and Mrs. Mary Theresa Bonney was the occupant (her husband presumably having died) from 1877 to 1881. The Ladies have left no ominous atmosphere behind them: on the contrary; and no doubt many of them quite enjoyed, in their mildly eccentric way, the comforts and recreations of a Victorian seclusion.

Since then there have been several occupants of varied note: Bernard Partridge, the great *Punch* cartoonist, from 1905 to 1909, Sir William Granat—following Major Sloane-



F. P. Thompson's Map of Chelsea, 1836

Stanley—from 1924 to 1933, Sir Geoffrey Fry, Baldwin's private secretary, from 1933 to 1941, and Mr. Peter Wilson, the present chairman of Sotheby's, from 1949 to the beginning of 1954. Little has changed since 1911, and we must hope that little will change in future, although this is doubtless optimistic in Chelsea today. There have been some alterations

in the appearance of the immediate neighbourhood since the last war. The cottages opposite the house—Salamanca Row, as they were originally known—have been replaced by a neo-Georgian row of similar size; and the houses to the south of the Arts' Club—Bolton Place on the map of 1836—have recently been provided, rather attractively I think, with a courtyard for parking cars. The car indeed, as usual, is now the greatest agent of change; it has increased the level of noise and diminished the ease of access, and woe betide any barrel organ that now tried to play here, as one used to do so pleasantly some fifteen years ago. Let us hope that the lane which became a street never turns into an "improved" highway, forming no longer simply a road to the Old Church, but part of a major supplementary motor route across the Thames.

Town and Country Planning Association: National Conference

As representative for the Chelsea Society I attended, on 14th and 15th October, 1969, the Conference of the Town and Country Planning Association at the Guildhall, on "New Forms of Planning".

The excellent speeches and discussions ranged over a large field of local government organisation, management and policy-making, with special reference to the Redcliffe-Maud and Skeffington Reports etc. Not much emerged which was relevant to amenity societies, but the following points are of interest:

1. "Planning Blight" is becoming an enormous problem, possibly aggravated by too early discussion and consultation with the public. However, public participation as limited by the Town and Country Planning Act 1968 is now statutory and its implications must be faced. Better compensation for individuals whose property is adversely affected should be pressed for urgently as there is gross injustice here.
2. In the country as a whole, the designation of conservation areas is behindhand, and much may be spoilt meanwhile. One speaker suggested the employment of private consultants to clear the backlog.
3. Plans should be immediately rejected which do not treat the environment as a whole. Traffic must not be allowed such high priority as in the past, and a traffic-dominated plan is now old-fashioned.
4. Promising results had been achieved by interesting local industry, at an early stage of planning, in the conservation of the environment.

I came away from this Conference cheered by the high standard of intelligence and idealism of those engaged in planning. It is virtually a new profession, making its own rules as it goes along, offering scope to outstanding individuals and obviously attracting them. The global problems of increasing population, pollution of the environment, and finance, are daunting, but local attention to local detail, with value judgments such as can be made by amenity societies, are still crucial to planning.

LESLEY LEWIS.

The Floating Population of Kensington and Chelsea

At the end of 1968, the Registrar-General published a volume on Migration, based on the sample census of 1966. Among the 32 London boroughs, Kensington and Chelsea stands out as having by far the largest number of "immigrants" per thousand population. An "immigrant" is defined as someone who moves into the borough from another local authority area. Thus, a person who moves from Hammersmith to Kensington is an "immigrant", but not one who moves from Notting Hill to Chelsea since he or she has remained in the same borough.

Per 1,000 population, 378 had moved into Kensington and Chelsea during the five years preceding the 1966 census. The next highest borough was Westminster with 295 per 1,000, and then Camden with 265 per 1,000. At the other end of the scale were Newham (East Ham and West Ham) with 104 per 1,000 and Barking with 110 per 1,000.

All these figures are broken down according to whether the immigrant has come from elsewhere in Great Britain or abroad. Thus for the foregoing five boroughs we have:—

	<i>Elsewhere in Great Britain</i>	<i>Abroad</i>	<i>Total</i>
Kensington and Chelsea ..	235 per 1000	143 per 1000	378 per 1000
Westminster	196 " "	99 " "	295 " "
Camden	175 " "	90 " "	265 " "
Barking	102 " "	8 " "	110 " "
Newham	81 " "	23 " "	104 " "

The contrast in the middle column between 143 for Kensington and Chelsea and 8 for Barking is very striking. The corresponding figure for Greater London as a whole is 39.

We are thus a migrant borough, and our migrants exceed those of other boroughs by a substantial margin—this applying both to British and foreign migrants. Of course, emigrants balance immigrants or nearly so, so that the population does not vary much in total. But the fact remains that out of a given population of the borough at any one time, three-eighths will have departed before the end of five years.

The statistics relate to the whole borough and no doubt there is variety from district to district. Earl's Court will be more migratory than Chelsea Square; but the variations are unlikely to be big enough to invalidate applying the over-all picture for the borough to Chelsea in particular.

The implications are not without interest. Traditionally we think of Chelsea as a village and one feature of village life is the permanence of its inhabitants and of families carrying on from one generation to the next. The long-term resident may be expected to take a pride in his neighbourhood and to be concerned about its future. Such pride or concern is unlikely to be felt by a floating population of birds of passage.

R. D. C.

THE CHELSEA SOCIETY

Balance Sheet as at 31st December, 1968

LIABILITIES			ASSETS			
	£	s. d.	£	s. d.	£	s. d.
General Fund at 31.12.67	...	575 10 9	Investments:—			
Deduct Deficit for 1968 in			£500 3½% War Stock at cost	...	409 0 6	
Income and Expenditure			(Market Value £220)			
Account	...	35 6 3	Balance in Post Office Account	...	600 10 3	
			Balance at Bank	...	171 12 8	
Life Membership Fund at	...		Cash in hand	...	...	2 6
31.12.68	...	641 1 5				
					£1,181	5 11

General Fund: Income and Expenditure Account for the year ended 31st December, 1968

INCOME			EXPENDITURE		
	£	s. d.		£	s. d.
Annual Subscriptions	...	393 2 6	Annual Report 1967	...	221 10 0
Transfer from Life Membership Fund	...	71 4 7	Annual Report 1968	...	90 15 0
Donations	...	10 15 6	Stationery, postage and miscellaneous	...	223 9 10
Interest on 3½% War Stock	...	17 10 0	Cost of Summer Meeting	...	20 2 5
Sales of Annual Reports	...	8 17 6	Cost of Annual General Meeting	...	17 1 4
Net Surplus from sale of Christmas cards	41	7 3	Donation to campaign against aircraft noise	...	5 5 0
Deficit for year carried to Balance Sheet	35	6 3			

Life Membership Fund Account for the year ended 31st December, 1968

INCOME		£	s.	d.	EXPENDITURE		£	s.	d.
Life Membership Fund 31.12.67	...	...	421	17	6	Transferred to General Fund towards current	...	...	...
Life Membership Fees in 1968	...	...	277	0	0	year's expenses	...	...	71 4 7
Interest on Post Office Account	...	...	13	8	6	Life Membership Fund 31.12.68	...	...	641 1 5

List of Members

An asterisk denotes a life member. The Hon. Secretary should be informed of correction or changes in name, title or address.

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MRS. B. M. MILNER
MRS. E. MITCHELL
MISS P. D. J. MOLLOY
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Q. MORGAN EDWARDS, ESQ.
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 MICHAEL MORRIS, ESQ.
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 MISS M. G. MORTIMER
 J. W. F. MORTON, ESQ.
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 DOWAGER LADY MOWBRAY AND STOURTON
 THE LORD MOYNE
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 THE HON. MRS. G. NOEL
 THE LADY NORMANBROOK
 THE MARQUESS OF NORMANBY, M.B.E.
 THE MARCHIONESS OF NORMANBY
 SIR CLIFFORD NORTON, K.C.M.G.
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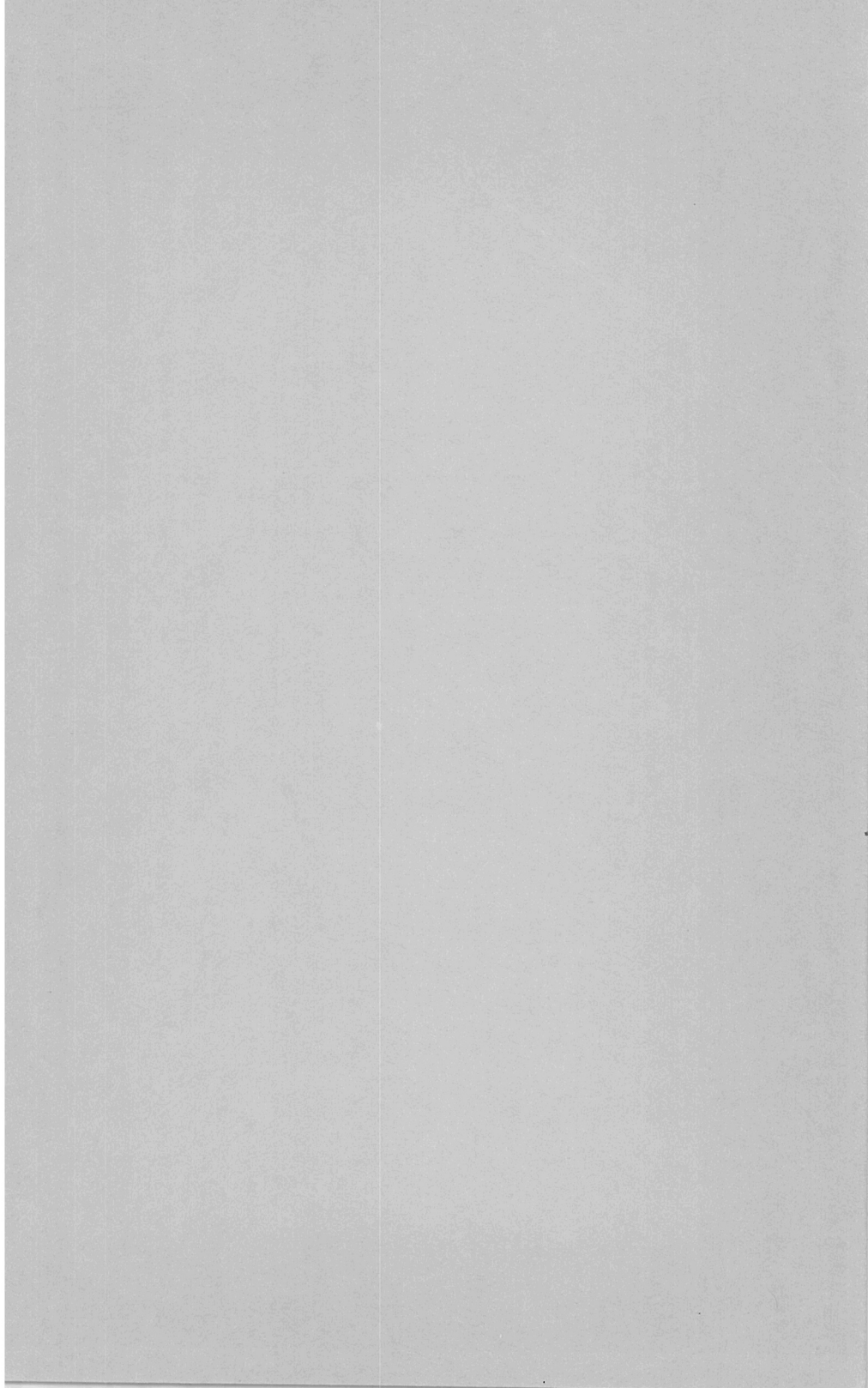
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