

into a major thoroughfare and changed Chelsea from a village to a part of the metropolis.

Proposals to embank the Thames had been made as early as 1839 by the Commissioners of Woods and Forests, who had stressed the advantages of a new road and the reclamation of land. In 1846 Parliament approved a plan to construct an embankment and road between Vauxhall and Battersea Bridges, and a new suspension bridge at Chelsea.

It was not until the 1850's however, that the Commissioners began work on the Grosvenor Embankment. As its name suggests, most of it occupied the Pimlico frontage; although it also continued along the frontage of the Royal Hospital. As part of the scheme, Chelsea Bridge (see Section 4.0 above) and a new road linking the bridge with Sloane Square, were also constructed. Lack of funds prevented the further progress of the Embankment and for this reason, the carriage sweep at the south entrance to Royal Hospital was constructed.

The next stage in the story was the setting up of the Metropolitan Board of Works in 1855. In 1865, the Board applied to Parliament for powers to execute the Chelsea Section of the Embankment, but it was not until 1868 that the Act was passed, while financial difficulties delayed the start of the work until 1871. From then, however, building proceeded very quickly. William Webster was chosen as contractor in 1871 and, under the supervision of Sir Joseph Bazalgette, (the Boards Chief Engineer) the work was completed as far west as Battersea Bridge by 1874.

One major reason for building the Embankment was, of course, to provide a road along the river frontage. A further reason however, was that the drainage plan for London required the building of an extra sewer from Cremorne eastwards. The original intention had been to discharge sewage from West London into the river at Cremorne, but local objection caused the plan to change and it was decided instead to discharge sewage into the river at Barking Creek. Between Cremorne and Pimlico there was no suitable road under which the sewer could be laid. To lay the sewer below the foreshore would in any case require the construction of a dam, so that it was only marginally more expensive to construct a road at the same time. The total cost of the project, excluding land purchase and compensation, was £134,000.

The extension of the embankment as far as Battersea Bridge meant that the only section to remain without an embankment was between Battersea Bridge and Chelsea Creek. This section was the subject of an Enabling Bill introduced by the London County Council in 1896, but the proposal aroused so much objection among local residents that a compromise was reached, and the Vestry carried out minor improvements instead.

Further minor improvements were implemented by the Metropolitan Borough of Chelsea in the 1950's but, to this day, the road west of Battersea Bridge is much narrower, and the embankment wall much less substantial, than to the east.

6. TWENTIETH CENTURY DEVELOPMENTS

By 1900, the river frontage was built up to more or less its present extent. New developments during the 20th century therefore necessitated the redevelopment of existing buildings. Such developments were sporadic in time and position, and can be conveniently divided into three phases; the period up to the second World War; the period immediately after the second World War, during which there was considerable infill building as a result of war damage; and the 1970s.

6.1 Early Period: 1900 to 1939

The earliest 20th century buildings are at 38 and 39 Cheyne Walk. These were designed by the architect C.R. Ashbee in about 1900, and formed some of the most interesting "arts and crafts" buildings in London. C.R. Ashbee is also of interest as the founder of the Survey of London, (a comprehensive architectural history of London, which began with the survey of Chelsea in 1913; 41 volumes have been produced — the most recent published in 1983, covering South Kensington and Brompton).

The London Transport Electricity Generating Station, (built in 1904) also dates from this period, as do the other buildings on the south side of Lots Road.

The most interesting of the 20th century buildings is Crosby Hall, which was erected at the junction of Danvers Street and Cheyne Walk in 1910. To describe the building as 20th century is technically inaccurate however, since it was originally built by Sir John Crosby in Bishopsgate, in the City of London, in 1466. The Hall remained there until 1908, when the site was bought by the Chartered Bank of India, Australia and China. The bank intended building new offices on the site, and eventually agreed to take down the Hall carefully, and at great expense, and transferred the stones to the London County Council for storage. The re-erection of the Hall on its present site was completed in 1910, under the supervision of the architect Walter Godfrey. The Hall is a particularly fine example of a medieval merchant's house, its more distinctive features including a stone vaulted oriel and a timber roof.

The area to the west of Chelsea Old Church experienced considerable change during the 1920s and 1930s, with the houses fronting Petyt Place, 64 to 70 Cheyne Walk, being demolished during this period. In 1929, 68, 69

and 70 Cheyne Walk, or Lombard Street and Lombard Terrace as they were then known, were demolished and replaced by a row of five storey terraced houses. In 1939, 64 and 65 Cheyne Walk were demolished and a further two houses erected.

Behind this terrace lay Petyt Place, a short cul-de-sac providing an entrance to a builders workshop. In 1928, a row of five houses was erected; these survive to this day.

The remaining western wing of Shrewsbury House together with an additional house built in the early 18th century, formed 43-45 Cheyne Walk. These were demolished in 1930 to make way for a house designed by the architect E.L. Lutyens. The new house was completed in 1931, but had a very short life, being demolished in 1937 to make way for the present block of flats (also called Shrewsbury House).

6.2 Post War Rebuilding

Many properties were damaged during the war, with the most extensive area of damage being the buildings between Danvers Street and Chelsea Old Church.

Chelsea Old Church was struck by a bomb in April 1941, and although the More Chapel remained intact, the nave and tower were virtually destroyed. 1 Petyt Place was also struck by a bomb in April 1941, and during the War the houses on the present site of Ropers Gardens (64-77 Cheyne Walk) were also destroyed.

Restoration work did not begin until the 1950s. In 1950 a planning application to rebuild 1 Petyt Place was made, and rebuilding commenced shortly afterwards. The restoration of the church was commenced in 1953 under the supervision of the architect Walter Godfrey (who was also responsible for the re-siting of Crosby Hall) and his son Emil Godfrey. By 1954, repairs to the

chancel and Lawrence Chapel had been completed, and in the following year, the reconstruction of the nave, western gallery and tower was started. The work culminated in the reconstruction of the old church in May 1958.

There were a number of applications to redevelop the site of 64-77 Cheyne Walk (between Old Church Street and Danvers Street). No development was carried out however; the site was used for storage space in connection with road works along the embankment before being laid out as Ropers Gardens. The site adjoining Danvers Street and behind Ropers Gardens was not seriously damaged during the war, but the buildings were in very poor condition by the 1950's. In 1961 planning permission was granted for their replacement by Ropers Orchard, a four storey block of flats.

Other properties which required extensive restoration after the war included the Old Swan House (17 Chelsea Embankment) and Turner's House (118-119 Cheyne Walk). Brunel House, built in 1955 at the junction of Milmans Street and Cheyne Walk, also dates from the same period.

6.3 Developments During the 1970s

Two major developments were carried out during this period. The largest was the construction of the Worlds End development, a housing estate owned by the Royal Borough. Further east, at the junction of Oakley Gardens and Cheyne Walk, Pier House was erected by Wates Built Homes Ltd., in 1973. This was a residential development with associated car parking and some retail space on the ground floor.

Other development during the period was of a minor nature, the only scheme of any size being the rebuilding of 12-14 Cheyne Walk in facsimile.

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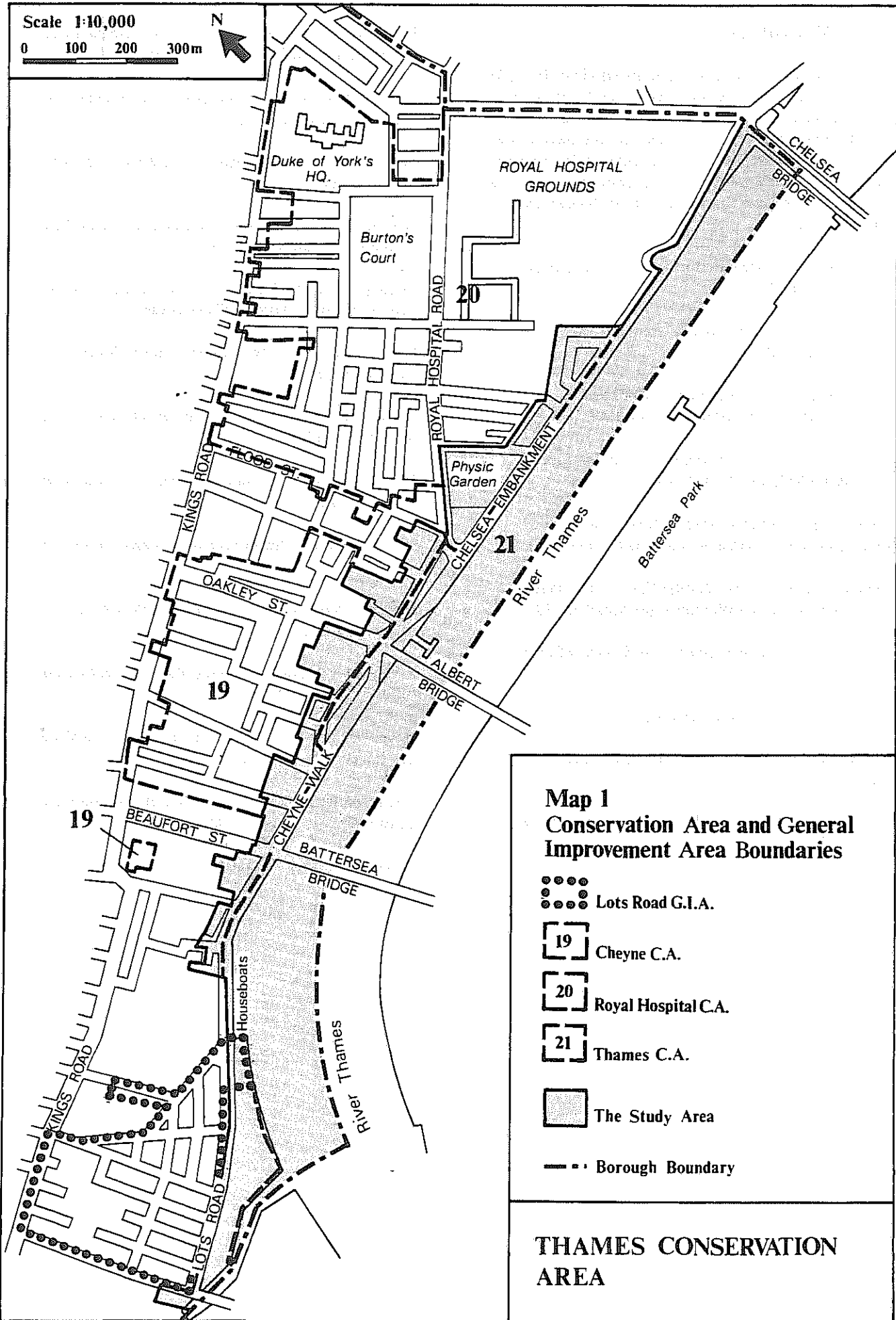
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


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Map 1
Conservation Area and General
Improvement Area Boundaries

-  Lots Road G.I.A.
-  Cheyne C.A.
-  Royal Hospital C.A.
-  Thames C.A.
-  The Study Area
-  Borough Boundary

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AREA



Chelsea Embankment Gardens

B: DESCRIPTION, POLICY AND ENHANCEMENT

1. INTRODUCTION

This is the central part of the proposals statement. It describes the physical appearance of the area; and serves as a background to two further functions:

1. Detailed policies are included outlining where developments such as additional storeys and front elevation alterations could take place; as well as giving guidance on what form such developments should take. The policies in this chapter, which relate specifically to the Thames side area, are developed from policies in the Council's statutory District Plan. The District

Plan incorporates policies for the borough as a whole.

Only policies covering development which changes the physical appearance of the area are covered in this part. Other developments such as changes of use and residential conversions are not included. The Council's policies on non-physical developments can be found in the District Plan.

2. A number of physical improvements, such as alterations to the riverside walkway, landscaping works and improvements to individual houses and street furniture, which could be carried out in the area, are also outlined.

Where a paragraph is reproduced in this form with italic letters, it describes the legislation affecting the particular form of development and related Government policy and advice. The Council is required to observe and implement these laws and guidelines.

The Town and Country Planning Act, 1971 is referred to throughout this chapter as the "1971 Act".

Proposals, which are derived from District Plan policies, are specific to this conservation area. They are highlighted by being printed in heavy type, with a reference to the relevant section of the District Plan.

These proposals are, broadly speaking, of three kinds (though some will fall into more than one category):

- (a) possible physical action (e.g. Street Works) by the Council;
- (b) possible physical action (e.g. improvements to house exteriors) by others; and
- (c) detailed development control guidelines.

Proposals of all kinds are listed in appendix 10, together with the agency responsible for their possible implementation

1.1 General Description

1.1.1 Physical Appearance

The overall impression of the Chelsea riverside is one of diversity, attractive house frontages, screened by a nearly continuous line of trees and interspersed with dominant landmarks such as the Royal Hospital, the Physic Garden and Chelsea Old Church and the Worlds End development. Throughout most of the frontage, between Ranelagh Gardens and Worlds End, the embankment road provides a physical barrier between the buildings and the river.

1.1.2 Land Use

Most of the study area is in residential use, but there is a major area of non-residential use in Lots Road. This is occupied by Chelsea Wharf (light industrial units and workshops), the Greater London Council's refuse transfer station Thames Water Authority's Pumping Station and the London Transport electricity generating station.

Other uses which are not private residential are scattered throughout the area, they include Chelsea Old Church; Chelsea Hospital; Hostels, such as at Crosby Hall; and shops such as at Pier House.

1.2 Views

There are many impressive views into and out of the riverside. Views across to the south bank can be seen from the entire river frontage, except at the west end where there are high buildings between Lots Road and the river. The best views are of Battersea Park on the eastern half of the frontage.

The best views towards the riverside are obtained from the bridges and the south bank of the river. The features which form the most distinctive parts of the landscape, and provide focal points for views, are: major landmarks, building groups, parks, wooded areas and areas of open space and the houseboats and other marine craft.

The overall view of the embankment from the south is towards the continuous embankment wall, with a general back drop of trees and buildings, and interspersed with more prominent landmark buildings.

From the World's End development eastwards there is a continuous line of trees along the embankment. This provides a contrast to the hard angular outlines of the buildings and results in more variety in the appearance of the river front. Where the belt of trees is thickest — in Embankment Gardens, Chelsea Physic Garden and Royal

Hospital Gardens — the appearance of the trees is particularly attractive.

The dominant landmarks along the riverside are the very large buildings: the Royal Hospital, (surrounded by extensive grounds), the World's End development and the London Transport Electricity Generating Station. Smaller buildings and developments, such as Chelsea Old Church, Crosby Hall and Cremorne Gardens, as well as building groups such as Lindsey House, 12-26 Cheyne Walk and Embankment Gardens, also form distinctive landmarks.

The bridges are important features of the landscape, as well as performing the function of visual frames to sections of the river. Albert Bridge, in particular, is of a very distinctive design, and has been considerably enhanced by the G.L.C.'s imaginative painting scheme.

1.3 General Proposals

One purpose of this document is to provide a guide to matters likely to be considered by the Planning Committee when considering planning applications for development. The chapter does not cover every development but is mainly restricted to changes which affect the physical appearance of those building elevations which face the river. Such developments include additional storeys, alterations to front elevations and to front garden walls and railings.

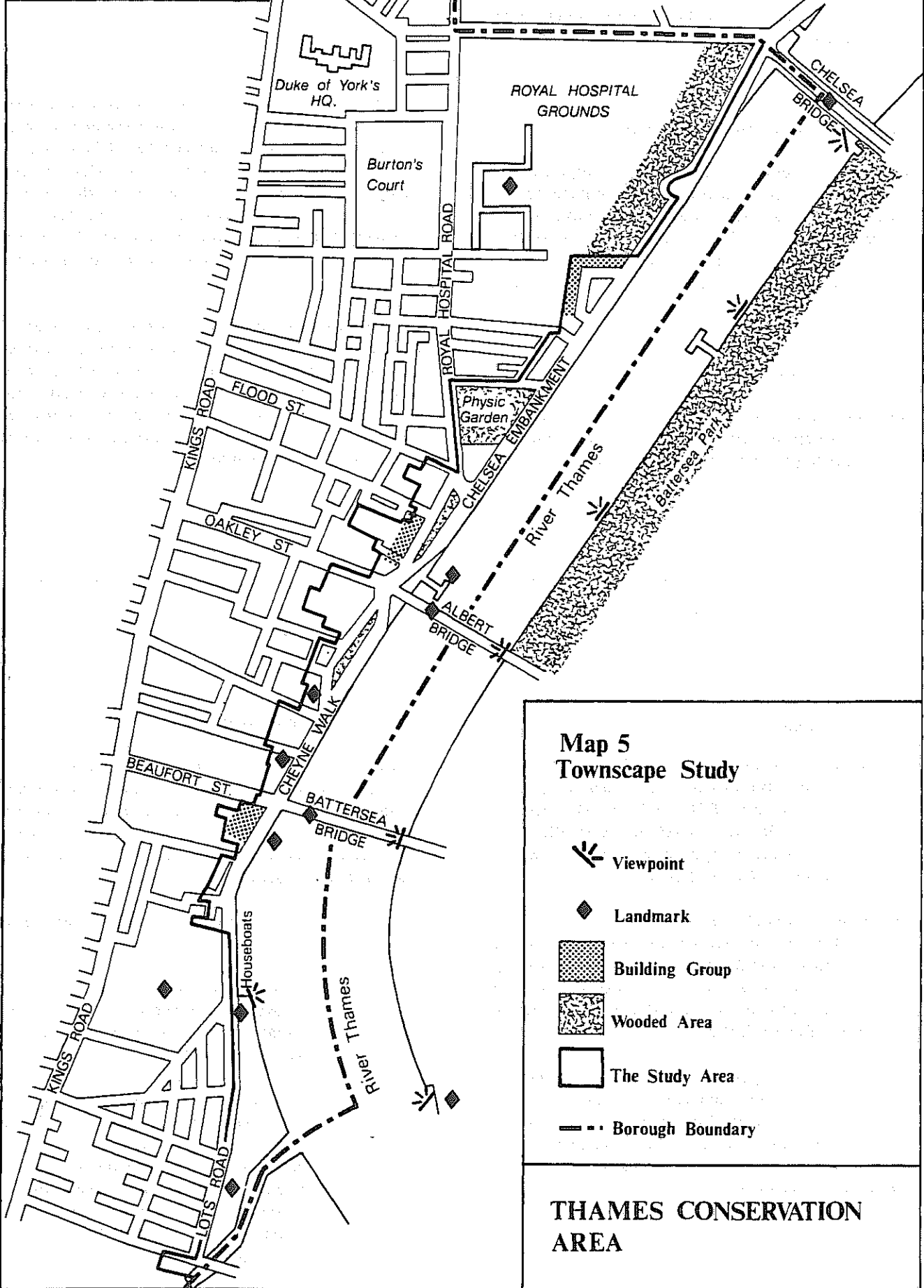
1.3.1 General Alterations

There are many small scale alterations, often not associated with the extension of buildings or the carrying out of other developments, which detract from the appearance of the buildings. These include alterations to the front and other elevations, such as new and enlarged door and window elevations; rendering; stripping and altering stucco detail; alterations to window joinery; and removal of chimney stacks and pots. Such alterations have a detrimental effect on the architectural and historical character of the building and are therefore unsuitable. Where alterations to a building are necessary or permitted, the work should be carried out in such a way as to match the style and materials of the original (See District Plan, paragraphs 4.3.19, 4.7.1-4.7.11).

1.3.2 Additional Storeys and Roof Alterations

Additional storeys and roof alterations are also generally unsuitable because they can detract from the appearance of the buildings. In some cases however, such alterations may be acceptable in situations where there are already additions elsewhere in the same terrace, since new

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**Map 5
Townscape Study**

- Viewpoint
- Landmark
- Building Group
- Wooded Area
- The Study Area
- Borough Boundary

**THAMES CONSERVATION
AREA**

additions would have the effect of restoring the uniformity of the terraces. Roof additions and alterations may also be suitable in situations where they would be invisible or very unobtrusive from ground level and from the river bank opposite (see District Plan, paragraphs 4.9.4-4.9.5, 17.4.1-17.4.10).

1.3.3 Front Garden Walls and Railings

Alterations to front garden walls and railings are also generally unsuitable, particularly on the listed buildings, because the walls and railings contribute significantly to the architectural and historical interest of the houses. Detailed policies covering particular houses and terraces are outlined here. (See also District Plan, paragraphs 4.12.1-4.12.3, 17.6.1-17.6.8.)

1.3.4 New Development

Within the study area, there are no vacant sites available for new development and few where redevelopment of existing buildings would be acceptable on design and

conservation grounds. The buildings which should be retained as a priority are the listed buildings. Policies covering specific sites and buildings are outlined below.

1.3.5 Enhancements

A further purpose of this part is to identify sites where improvements could be made to the physical appearance of the area. The Greater London Council, in addition to preparing guidelines for the design and developments along the riverside is also concerned to identify sites where practical improvements could be made. In particular, the GLC has stressed the general importance of new and improved viewpoints and walks along the riverside.

The enhancements outlined in this part are a mixture of expensive (and perhaps unrealisable) projects, together with smaller proposals. No priority or date of completion has been ascribed to any of the proposals; they are intended to serve as a check list for possible improvements, which could be carried out should funds become available in the future.

1.4 Legislation

In order to control development in the public interest, the law provides that planning permission is required (Section 23(1) of the 1971 Act) for all "material development". This is defined as (inter alia) "the carrying out of building, engineering or other operations in, on or over land" (Section 22(1)).

Specifically excluded are (amongst others) works affecting only the interior of the building (although these may need listed building consent if a building is listed), or those which do not materially affect the external appearance of the building such as routine maintenance (Section 22(2)(a)).

Apart from these specific exclusions, therefore, all development involving physical alteration requires permission. This can be given in two ways; either by the Council in response to a specific application, or by the Secretary of State through the mechanism of "permitted development".

1.4.1 Permitted Development

Under Article 3 of the Town and Country Planning General Development Orders 1977-1981, certain classes of development are deemed to be granted permission —for which there is therefore no need for any application to be made to the Council. The two classes most relevant to this chapter are as follows:—

Class 1: (which applies to single family dwelling houses only):

1. *The enlargement, improvement or other alteration of a single family dwelling house, including the provision of a garage, stable, loosebox or coach house, provided that:*
 - (a) *The volume of the house is not increased by more than one tenth or 50 cubic metres whichever is greater, up to a maximum of 115 cubic metres. For the purpose of deciding if development is permitted, the volume of the house is taken to be as it was in 1948, or when it was built (if later).*

(b) The height of any addition does not exceed the height of the highest part of the original house's roof.

(c) No part of the new work comes closer to the street than the front of the house did before the alteration.

(d) No part of the new work which lies within two metres of the boundary has a height exceeding four metres. (This condition does not apply to the insertion of windows (including dormer windows) into the wall or roof of the original dwelling house.)

(e) The floor area of the extension does not exceed half that part of the garden area not covered by the original dwelling house.

2. The erection of a porch, provided that it is less than 2sq.metres in area and 3 metres in height, and more than 2 metres from the back of the pavement.

3. The erection of a building in the garden (other than a house, garage, stable etc.), required for normal domestic purposes, provided that it does not project in front of the house, is not more than 3 metres high (4 metres if it has a ridged roof), and does not lead to more than half the area of the property not occupied by the original house being covered in buildings.

4. The construction of a hardstanding for vehicles.

5. The erection of an oil storage tank, not more than 3 metres high and containing not more than 3,500 litres, provided that it does not project in front of the house.

Class II: (which applies to all buildings):

1. The erection of gates, fences, walls etc., not more than 2 metres high or 1 metre high where fronting a highway.

2. The formation of a means of access to the street in connection with other "permitted development", except to classified roads (here "metropolitan" roads); although permission is required from the Director of Engineering and Works Services, for a pavement crossover.

3. The painting of the exterior of the building other than for advertisement.

It should be noted that these permitted development rights can be taken away by conditions on previous planning permissions (Article 3(2)). Also, the provisions are slightly different for properties outside the Conservation Area. Furthermore, "listed building consent", as opposed to planning permission, would normally be required for these types of development where a building is listed.

1.4.2 Demolition

Under Section 277A of the 1971 Act, listed building consent is required for the demolition, in whole or in part, of all buildings in any conservation area. However, by virtue of Circular 23/77 (paragraph 71) consent is not required for the demolition of any unlisted building if the total volume does not exceed 115 cubic metres, for any part of such building; nor for the demolition of any building (or part) if to erect it would be permitted development under Classes 1 or 2 (amongst others) of the General Development Order (see above).

If the Council is minded to grant an application for listed building consent, it must first consult the Greater London Council, who may express a view as to how the application is to be determined.

1.4.3 Listed Buildings

"Listed Buildings" are those listed by the Secretary of State as being of special architectural and historical interest.

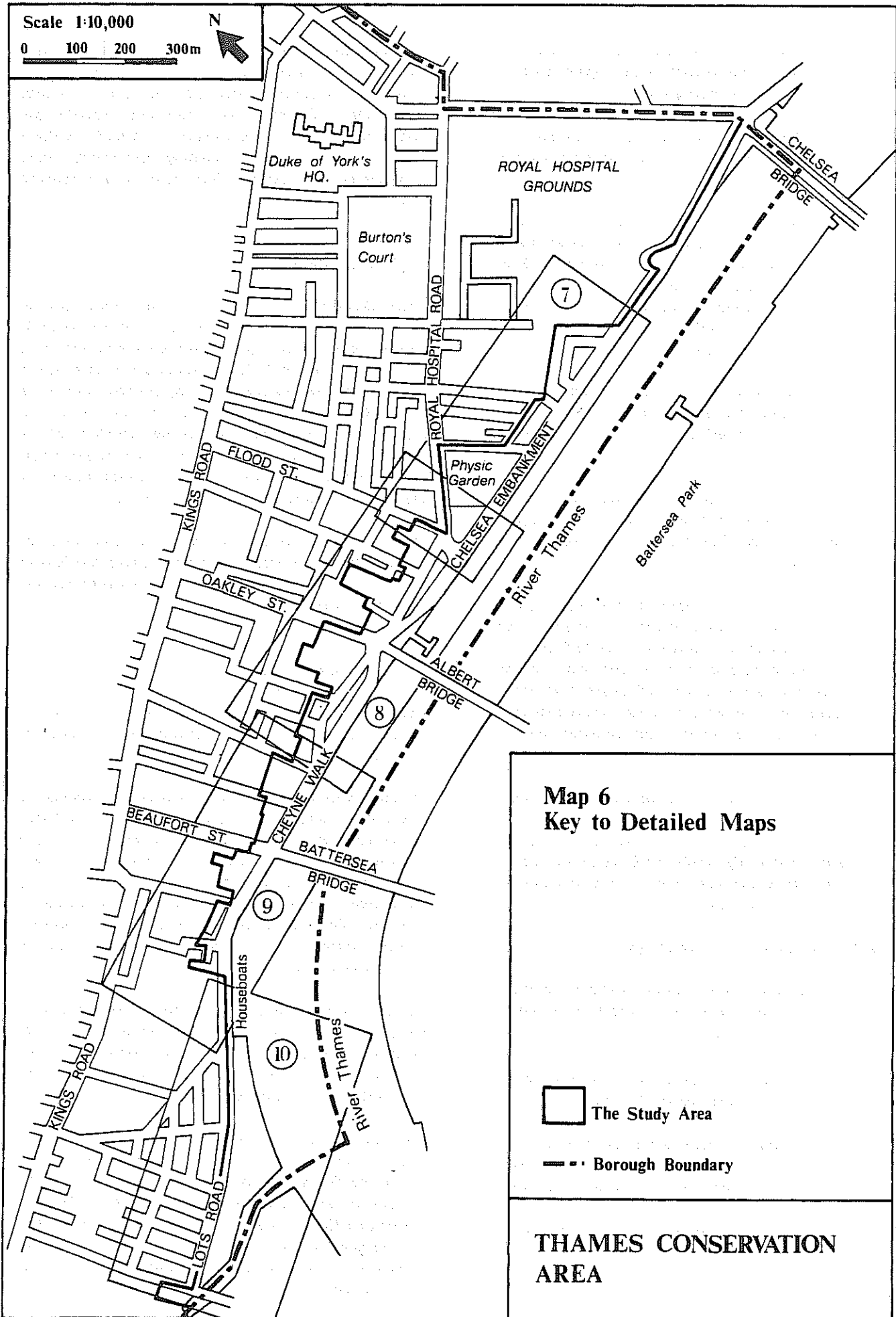
In addition to the control of demolition on conservation areas, listed building consent is required for demolition, partial demolition or any alteration which affects the architectural or historical character of a listed building. This control also extends to the grounds of a building, and applies whether or not the building is in a conservation area. On a listed building therefore, listed building consent would often be required for works which are normally permitted development.

As with unlisted buildings in a conservation area, should the Council be minded to grant an application for listed building consent, it must first consult with the Greater London Council, who may give directions as to how the application is to be determined.



The Council also has statutory powers under Sections 101, 114 and 115 of the 1971 Act, and under Section 27 of the Public Health Act, 1961 as applied by the Kensington and Chelsea Corporation Act 1971, to ensure that listed buildings are preserved in good order. In practice however, this only extends to repairs sufficient to keep structures standing and to exclude wind and rain.

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Map 6
Key to Detailed Maps

-  The Study Area
-  Borough Boundary

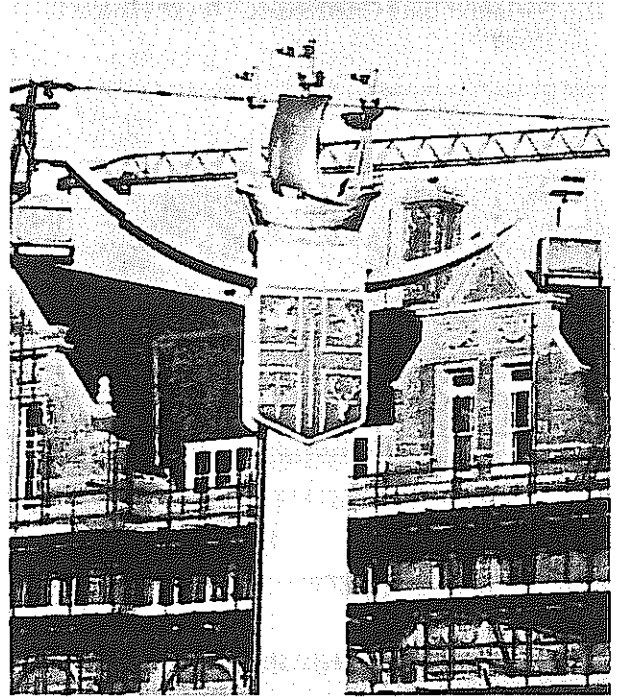
**THAMES CONSERVATION
AREA**

2. BUILDINGS AND OPEN SPACES

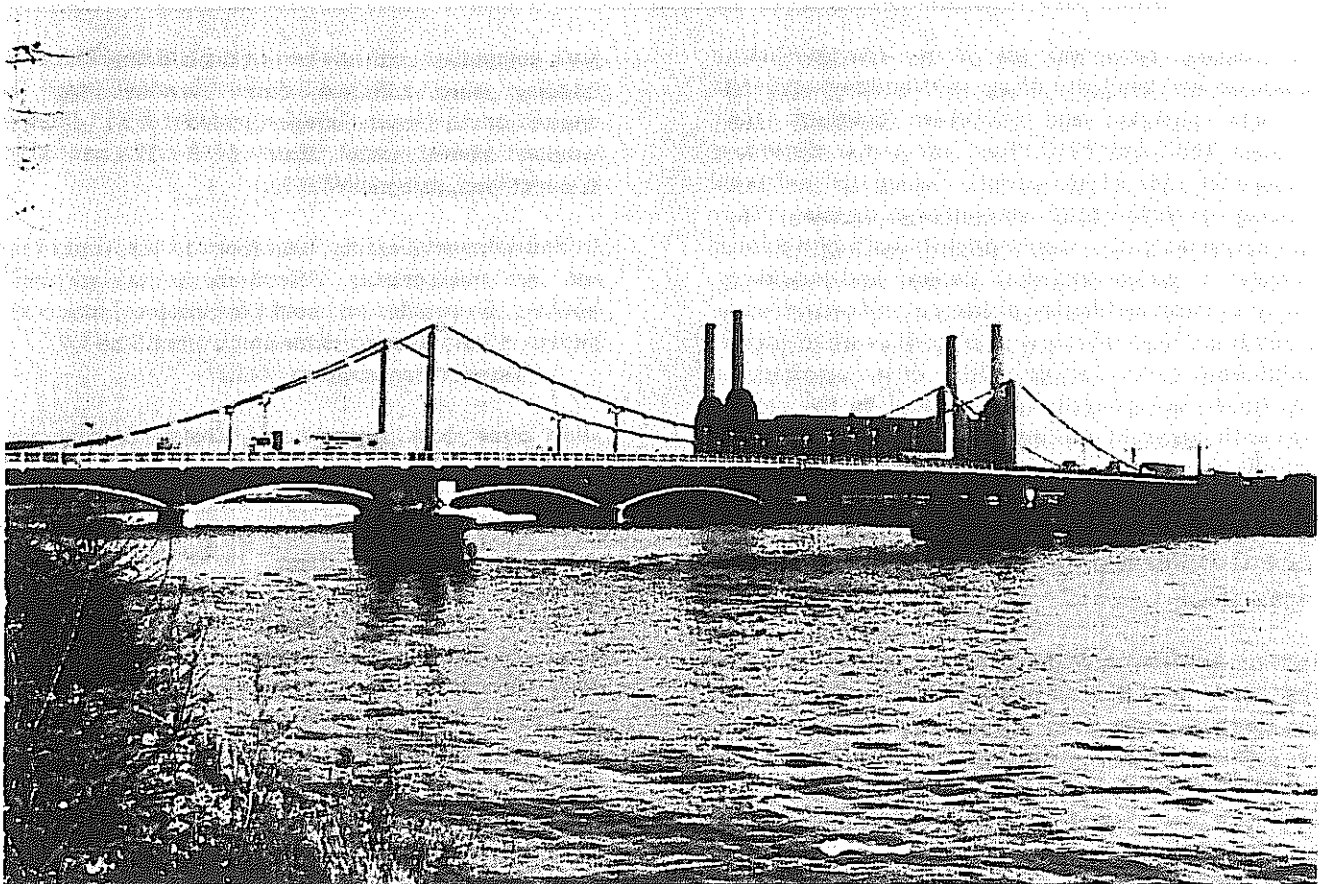
This section describes the buildings and open spaces within the area. It outlines specific policies covering such alterations as additional storeys and front elevation alterations as well as identifying where landscaping to the gardens and other improvements to the buildings could be carried out.

2.1 Chelsea Bridge to Embankment Gardens

The largest areas of open space adjacent to the Conservation Area are Ranelagh Gardens and the grounds of the Royal Hospital; to which the public has restricted access. The only other area of open space is the narrow site between Chelsea Embankment and Chelsea Bridge. For a length of 100 metres to the west of Chelsea Bridge, there is a narrow wooded bank between the road and the river, which is inaccessible to the public. Proposals for improving this area can be found in Part B, section 3.2 below. (District Plan paragraphs 7.9.1. and 7.9.4).

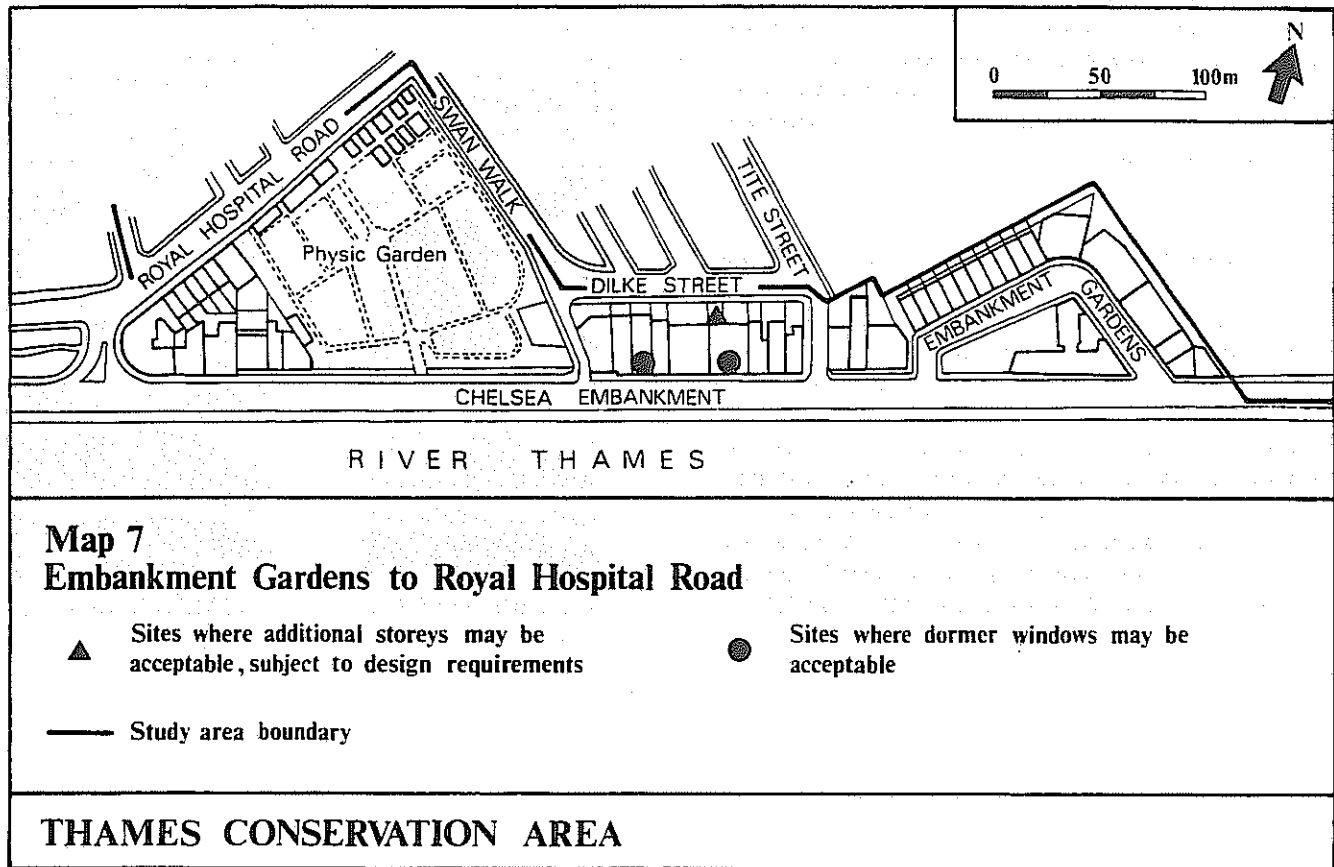


Chelsea Coat of Arms on Chelsea Bridge.



Chelsea Bridge

2.2 Embankment Gardens to Royal Hospital Road



The buildings facing this part of the riverside have a coherence and similarity of age and building style. All are late Victorian and Edwardian buildings, built between 1870 and 1913. They are in the distinctive ornamental style of the period — being tall red brick buildings, or yellow brick with red brick dressings. They have decorated gables, steeply pitched roofs with dormer windows of various attractive designs; and mouldings, such as cornices and friezes, picked out in Portland stone or red brick. They also have a series of ornate chimneys contributing to the vertical rhythm of the architecture. The houses are generally between four to five storeys high with basement and attic floors. Nos. 3-18 Chelsea Embankment are listed as of architectural and historic interest; 3 was built by G.F. Bodley and T. Garner in 1876, Nos. 4-6 by E.W. Godwin in about 1880 and Nos. 8-11 (1876), Nos. 15, 17 and 18 (1870s) by Richard Norman Shaw.

Because the front elevations of the buildings facing the river retain most of their original features, alterations to the front elevations, front area railings and garden walls are generally unsuitable. (District Plan, paragraphs 4.2.9, 4.9.5). Additional storeys and roof alterations are also unsuitable except at 4-12 Chelsea Embankment. This terrace has already been altered at roof level, but there is scope for certain minor alterations such as the addition of dormer windows. Any such alteration should be in a

style compatible with the rest of the building. Particular buildings where additional dormer windows might be allowed on the front elevation include: No.11 (dormer windows should match those of No.10) and No.7. (District Plan, paragraph 4.9.5).

In Embankment Gardens, alterations to the front of the roof are unacceptable. Alterations to the rear may however, be possible and could for instance, follow the pattern of the existing extension at Nos.3 and 4. (District Plan paragraph 4.9.5)

Dilke Street backs onto Nos.4-6 Chelsea Embankment and comprises a row of two and three storey mews and studio houses. Most of the street was built during the last century, though there are two modern developments at the eastern end of the street.

In Dilke Street, front elevation alterations would be more acceptable than on the listed buildings facing the river; since there is less uniformity of building style in this street. Applications for such alterations will be determined on their merits; but generally speaking, adherence to the predominant building style of the terrace will be required; window details, etc., should therefore be similar to those on the existing buildings. Departures from this may be acceptable if the resulting development is of sufficiently high quality. (District Plan, paragraph 4.3.19.)