

## Central Ealing Neighbourhood Plan

The Neighbourhood Plan for Central Ealing (CENP) has now gone through its Examination in Public, held at Ealing Town Hall on 16 February. The day-long hearing was in front of an examiner, appointed to hear arguments and submissions on behalf of the Council, developers, business interests and the CENP forum. Once an 'agreed' Plan is in place it will be subject to a referendum of residents and business interests. This is likely to take place later this year.

Ealing Council would like the referendum confined to businesses and residents located within the area covered by the Plan, but residents' organisations put forward strong representations that a wider area should be adopted for the referendum which includes electoral wards close to the town centre, i.e. much of the CERA membership area. The examiner will make his views known on this issue, as well as the wording of the plan and its policies, before the end of March.

## Street nameplates

Phase two of the street nameplates project is progressing well. In the first phase all original street nameplates in our area were refurbished and replaced. The second phase is to install cast iron replica plates where these were missing, and a dozen or so replica plates have now been installed, mounted on walls, just as the originals were, reducing street clutter and improving our neighbourhood.

The first plates can be seen in the eastern end of the ward, on Queens Road, Kings Road, Kings Avenue and Park Drive. Working with our ward councillors, we aim to progressively update all the nameplates over the next few years, with old signs being removed. The next set of roads proposed include Gordon Road, Eaton Rise, Castlebar and Carlton Road as well as roads in between.



## Longfield Avenue

The controversial Longfield Avenue road trial is being extended by six months. It will remain a traffic violation to turn left out of, or right into Longfield



Avenue at its junction with New Broadway. Poor signage, often hidden by buses and lorries along New Broadway, is a problem for westbound traffic wanting to turn right. For traffic going south down Longfield Avenue it is counter intuitive to be prevented from turning left but allowed to turn right across busy eastbound traffic on New Broadway.

A further problem caused by this road trial is that it pushes traffic further west, significantly increasing traffic at the St Leonards Road, Carlton Road, Gordon Road mini roundabout, which is hazardous for pedestrians and cyclists.

# CERA NEWS

## News from Central Ealing Residents' Association

CERA hotline: 020 8997 7131 - email: [info@cera.org.uk](mailto:info@cera.org.uk) - web: [cera.org.uk](http://cera.org.uk) Spring 2017

## 9-42 The Broadway Public Inquiry

The landmark three-week public inquiry into plans to redevelop all the land between Ealing Broadway Station and Morrisons supermarket begins on 9 May in Ealing Town Hall. The scheme was approved by Ealing Council more than a year ago, as CERA has reported, but the government has called in the decision as there were so many objections.

Joining SEC and CERA in opposing the scheme is Historic England, which advises the Government on the nation's heritage. Historic England fears that the widespread demolition would fatally harm the Town Centre Conservation Area. Last year Historic England issued a warning that both the Town Centre and Haven Green Conservation Areas are on its national 'at risk' register of heritage assets.

An unusual twist at this inquiry is that the scheme's proponent – developers Benson Elliot – is selling the site to British Land, one of the UK's

largest property companies. British Land, which already owns the Ealing Broadway Centre next door, has not yet revealed its plans but it seems unlikely that it would build the scheme approved by Ealing Council.

SEC has set up a fund to meet legal costs to fight the case. Visit – [www.saveealingcentre.com/](http://www.saveealingcentre.com/) to find out more and how you can contribute.



## Cinema site

As expected, St George wants to make changes to the consented scheme, reducing the commercial floor space and increasing the number of residential



units, including affordable homes. This means there would be some increase in heights of the buildings in the centre of the scheme and the proposed shops on the Mattock Lane frontage would be replaced by residential. A public exhibition is planned in March to get local residents' views before a revised planning application is submitted.

Picturehouse remains committed but there is some uncertainty about when the cinema will be built and the number of screens. An opening date of 2019 seems less and less likely, especially as a revised planning application will probably have to be submitted and the outstanding areas of the site have yet to be acquired.

## Haven Green

CERA and the Friends of Haven Green have been challenging LB Ealing on encroachments on the Green, which has been safeguarded since the Middle Ages as undeveloped common land for the public to enjoy. Matters will come to a head on 15 and 16 March at a two-day hearing where the Council will argue that the portion of the Green on which the cycle hub has been built should lose its Common Land status. The hearing starts at 10am in the Town Hall and is open to the public.

Britain's oldest national conservation body, the Open Spaces Society, and Ealing Civic Society are co-objectors with CERA and FoHG.



## Town Hall



At some point over the next twelve months the Town Hall will close for a two-year refurbishment. The Council is transferring the western section of this symbol of civic pride to a private company under a 250-year lease to run as a boutique hotel. So when the refurbishment is complete only the eastern end with the Council Chamber and marriage room will remain for civic use.

Efforts by community-based Ealing Voice to put together an alternative proposal to retain the Town Hall as an Asset of Community Value failed to materialise.

## Central Library

Uncertainty surrounds the Council's plans announced last year to downsize the Central Library and move it from the site in the Broadway Centre it has occupied since the Centre was built in the early 1980s. The move, hailed by LBE as 'a fantastic opportunity to create a brand-new, modern library', was widely condemned. The number of books will be cut from 124,000 to 37,000 and study spaces from 155 to 45, while the Local History section will be moved to West Ealing and 'deep storage'. However, rumours now starting to circulate suggest there may at least be some pause to this plan. CERA will report further when plans become more certain.

## Ealing Broadway station delays

Despite having erected an ugly three-storey building on Haven Green opposite the station and an extensive hoarding around the southern part of the station, Crossrail has carried out no actual building work for more than a year. Crossrail won't provide a full explanation for the delay, but apparently it is design issues as remodelling the



station building has been a more difficult and lengthy process than expected. This design work has been going on for over two years since planning permission was granted, not to mention the four years of design work they said they were doing before that – not very impressive! 'Design issues' at Ealing Broadway do not explain why no station building work is happening at all the other surface stations in West London. However, Crossrail has stated that work to extend the platforms at Ealing Broadway station will commence early this year, followed by a start on the station building itself. This means that the completion date for the station is now 'by December 2019' rather than 'by summer 2017', as promised when work started in summer 2015.

## Improving our public transport – could you help?

Ealing Passenger Transport Users' Group (EPTUG) has been actively campaigning since 2001 to improve services throughout the borough. Its many achievements during that time include:

- face-to-face meetings with two ministers for transport about the overcrowding on FGV trains, resulting in 5 extra 5-coach trains and new trains being put into service
- successfully arguing for more bus shelters, and for new lifts and escalators at local stations

- securing a stop for the 607 bus at Christ Church, Ealing, plus a Sunday service and late running on the route
- fighting for and achieving the re-opening of the southern exit at Hanwell Station, thus greatly improving access.

EPTUG works with all political parties and has cross-party support, but there are always new challenges ahead and EPTUG urgently needs more members. For example, it is striving to ensure

that adequate bus access to Crossrail stations is made available, that bus links correspond with the NHS re-organisation and that the Old Oak Common site is developed for the benefit of Ealing. The list goes on...

The more support there is for EPTUG, the more notice TfL and the train operators will take, so please get in touch at [info@eptug.org](mailto:info@eptug.org)

