

## Greenford to Central Ealing cycle way.....cont. from page 3

problem (see photo below), particularly in rush hours due to the volume of traffic, made much worse by the Council's alterations to the junction of Longfield Avenue and New Broadway.



The long, dead straight Gordon Road is a major traffic route and supports a high volume of traffic, sometimes ignoring the 20mph speed limit. This is inevitably a problem for pedestrians and cyclists. Obvious cost-effective solutions would be enforcement of the speed limit, additional and more effective speed humps and more road narrowing/pedestrian crossings. Dedicated cycle ways, as recently introduced in Boston Manor Road, for example, are probably not appropriate for Gordon Road, due to the width of the road and the need for some roadside residents' parking.

To find out more about this project and to stay informed try the Council's website [www.ealing.gov.uk/cycling](http://www.ealing.gov.uk/cycling), or for any queries or questions email [cycling@ealing.gov.uk](mailto:cycling@ealing.gov.uk)

## Ealing Squash Club planning permission

The monstrous 10 storey proposed development of flats and a sport and fitness club at Haven Green has recently received planning permission, despite objections from CERA and many others. The new building would ruin the view from much of Haven Green, which is the centre of the conservation area and adjacent to the proposed development. From the eastern part of Haven Green the proposed grey blocks would tower above the very attractive three-storey terrace of shops and flats.

Similarly, from the north-eastern part of the conservation area, at the southern ends of Haven Lane and Mountfield Road, the development would tower above the low-rise buildings at the western end of Madeley Road, completely out of scale and harming the appearance of the

conservation area. This large new building would also be very close to the houses on the south side of the western end of Madeley Road and would directly overlook their gardens and into their rear rooms, resulting in a significant loss of privacy and restricted daylight.



## News from Central Ealing Residents' Association

CERA email: [info@cera.org.uk](mailto:info@cera.org.uk) - web: [cera.org.uk](http://cera.org.uk)

Autumn 2019

### Ealing Broadway Station public realm plans announced

Delays drag on with work on stations in Ealing running right up to, and probably beyond, Crossrail's targeted final completion date of December 2020. This is deeply worrying. Ealing's stations sank to the bottom of its priorities long ago and fears of further cutbacks are mounting as Crossrail's financial situation worsens.

New plans for the Ealing Broadway Station forecourt are a case in point. The plans reduce the road outside the station into a single lane to free up space for rows of cycle racks and some trees in plant pots. There will be no set-down facilities, even for disabled people. We seem set for gridlock around Haven Green, with timetables abandoned as buses queue on the narrow highway. While fit cyclists chain up their bikes at the station entrance, Heathrow-bound passengers will be hauling their bags out of cabs into the middle of the road whenever a red light allows.

It's a far cry from 2008 when Crossrail was first

announced. We were told then that the station would be completely rebuilt. Teams of highly paid consultants were appointed to recommend ways to 'enhance the bus/rail interchange experience'. Options, we were told, 'must not have a detrimental impact on the movement of traffic in the area and on key junctions. This will require demonstration'.

One by one their exciting schemes were abandoned and the forecourt area continues its drift into rubbish-strewn squalor. In the face of endless promises by the Council, the cycle racks they admit they installed unlawfully on the Common Land will be going nowhere soon. Might the Haven Green construction compound even be left *in situ*?

To see the latest plans and comment on them go to the Council consultation website at [www.ealing.gov.uk/ebstation](http://www.ealing.gov.uk/ebstation).

### Invitation to CERA Annual General Meeting

**7.00 for 7.15pm, Wednesday 18 September 2019**  
**St Andrew's Church Centre, Mount Park Rd, Ealing, W5 2RS**

The formal business will be followed by audio-visual presentations from **Mark Wiltshire, Director of Safer Communities and Housing, LB Ealing** about licensing issues and housing developments in central Ealing. and from **Justine Sullivan from Stop the Towers campaign group** about how residents are fighting the proposed skyscraper developments by West Ealing Station.

There will be time for questions

*Drinks & nibbles will be served*

## Stop the towers

Over the summer there have been a plethora of residential skyscraper proposals in the southern part of the CERA area between central Ealing and the environs of West Ealing Station. The highest is a 26-storey tower block of flats proposed at the junction of Manor Road, Argyle Road and Drayton Green Road, next to West Ealing Station. A similar 25-storey tower block (and lower-rise blocks of up to 11 storeys) are proposed 100 yards away at the western end of Hastings Road, while the Percival House redevelopment, next to the Town Hall and Dickens Yard, now includes a 26-storey block of flats at the north-eastern corner of the site on Longfield Avenue.

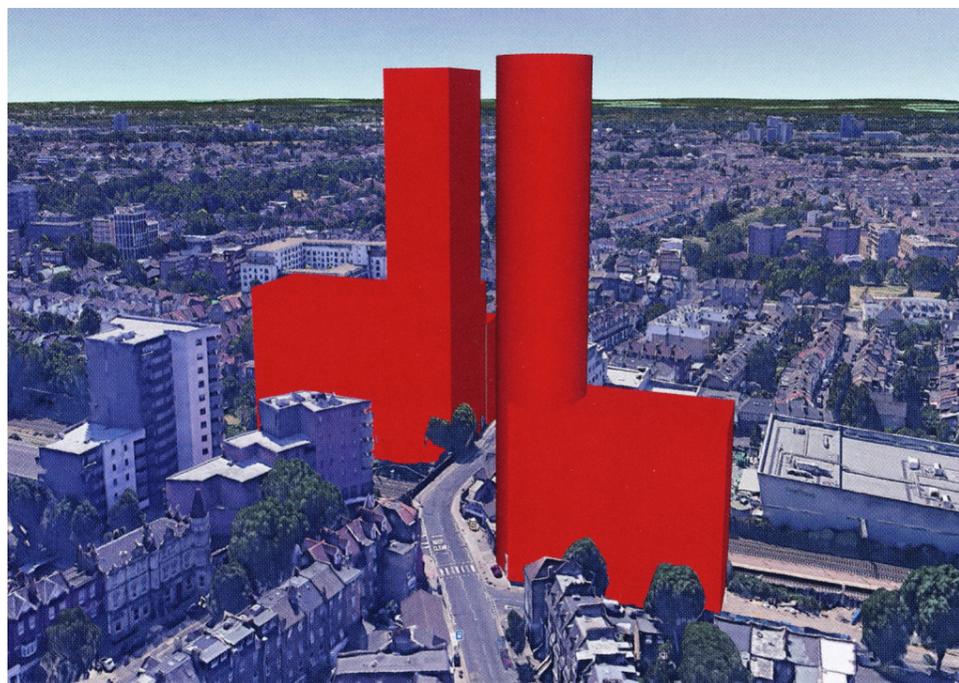
The draft London Plan expects that the average annual amount of new housing units developed over the next decade needs to be about double the current completion rates because of population growth and current housing shortages, particularly of 'affordable' housing. So it seems inevitable that developers will try to build ever higher, particularly on sites where public transport accessibility is good, as it is near Ealing's Crossrail stations.

But this should not mean that planning authorities allow developers carte blanche to build

skyscrapers wherever they think they can get away with it. Consideration must be given to the internal environment for occupiers and the external environment for existing nearby residents. This means the scale and density of new developments must observe the character and building heights of the surrounding residential area, and issues such as overlooking, loss of light, traffic congestion, pollution and the need for facilities such as schools and doctors' and dental surgeries must be seriously considered.

Schemes should not be looked at in isolation but in terms of their cumulative effect. And if the Council sets a precedent by permitting a 26-storey tower this will encourage developers to propose more buildings of a similar or greater height. The two proposals by West Ealing Station, if permitted in their proposed form, could easily tempt the developer of the BT site in Gordon Road to try for a much taller development and for Waitrose to redevelop its store and surface car park into a new store with residential tower blocks above. This would then create a skyscraper ghetto around West Ealing Station, in marked contrast to the low-rise housing that currently characterises the surrounding area, with some higher blocks of flats of 8–10 storeys adjacent to the railway

Not surprisingly, the skyscrapers proposed by West Ealing station have produced an uproar from local residents and the formation of the Stop the Towers action group (see photo) to ensure that the planning process serves the community and does not allow its environment and its quality of life to be ruined. For further information visit the website [www.stopthetowers.org](http://www.stopthetowers.org) and be sure to come to CERA's AGM.



## New Friends group formed to save the Victoria Hall

While there is still no decision from the Charity Commission on the Council's right to dispose of the Victoria Hall and effectively shut down the charity set up to benefit Ealing 125 years ago, there are now signs that the Commission is starting to address the issue. It has made a visit to the Town Hall and called in more information, including an independent valuation of the Victoria Hall.

In the meantime, seven Ealing community groups – Save Ealing's Centre, Campaign for an Ealing Performance and Arts Centre, Ealing Arts & Leisure, Central Ealing Neighbourhood Forum, West Ealing Neighbours, Ealing Civic Society and CERA – have joined forces as The Friends of the Victoria Hall, a new charity whose purpose is to protect the Victoria Hall and retain it for its original charitable purpose.

Once the Charity Commission's ruling is made known, a General Meeting will be held at a central Ealing venue in order to appoint officers

and plan for the future. If the Commission's decision goes against the Council, time will be of the essence as its first action will doubtless



be to revise the property specification and put the project out to tender again.

Any local groups or individuals who might wish to join the Friends are welcome to contact CERA for further information

## Greenford to Central Ealing cycle way

A cycle-friendly route from Greenford to central Ealing is half completed and the second stage through CERA's area is now being planned following a public consultation in June and July. It is funded by the Mayor and TfL as part of the Healthy Streets approach, aiming to 'make streets more pleasant to walk and cycle along safely and helping to address poor air quality and congestion, as high levels of non-local traffic on residential streets contribute to pollution, noise and road safety risks'.

The proposed route runs from Greenford Road along Ruislip Road East (along a traffic-free path that is now complete), then south through Pitshanger Park and Kent Avenue, Ravensbourne Gardens, St Stephen's Avenue, Montague Road, Bradley Gardens, Denbigh Road and St Leonard's Road to Gordon Road and Haven Green. The second-phase route, still subject to minor changes, formed part of the

June/July public consultation.

Part of the proposals for the cycle way will be new signage of the route, but other improvements apparently being considered are speed humps, widened footways, traffic filters to prevent access by certain modes of transport, segregated cycle tracks, pocket parks and planting. Some of these proposals will only be suitable where there are major problems, which in CERA's view are the two roundabouts mentioned below and Gordon Road.

The roundabout where The Avenue/North Avenue meets St Stephen's Avenue/St Stephen's Road is one problem area for cyclists and pedestrians and closure to road traffic along part of the wide roundabout is being considered. The mini roundabout where St Leonard's Road and Carlton Road meet Gordon Road is a major

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