



STOP

THE

TOWERS



www.stopthetowers.org

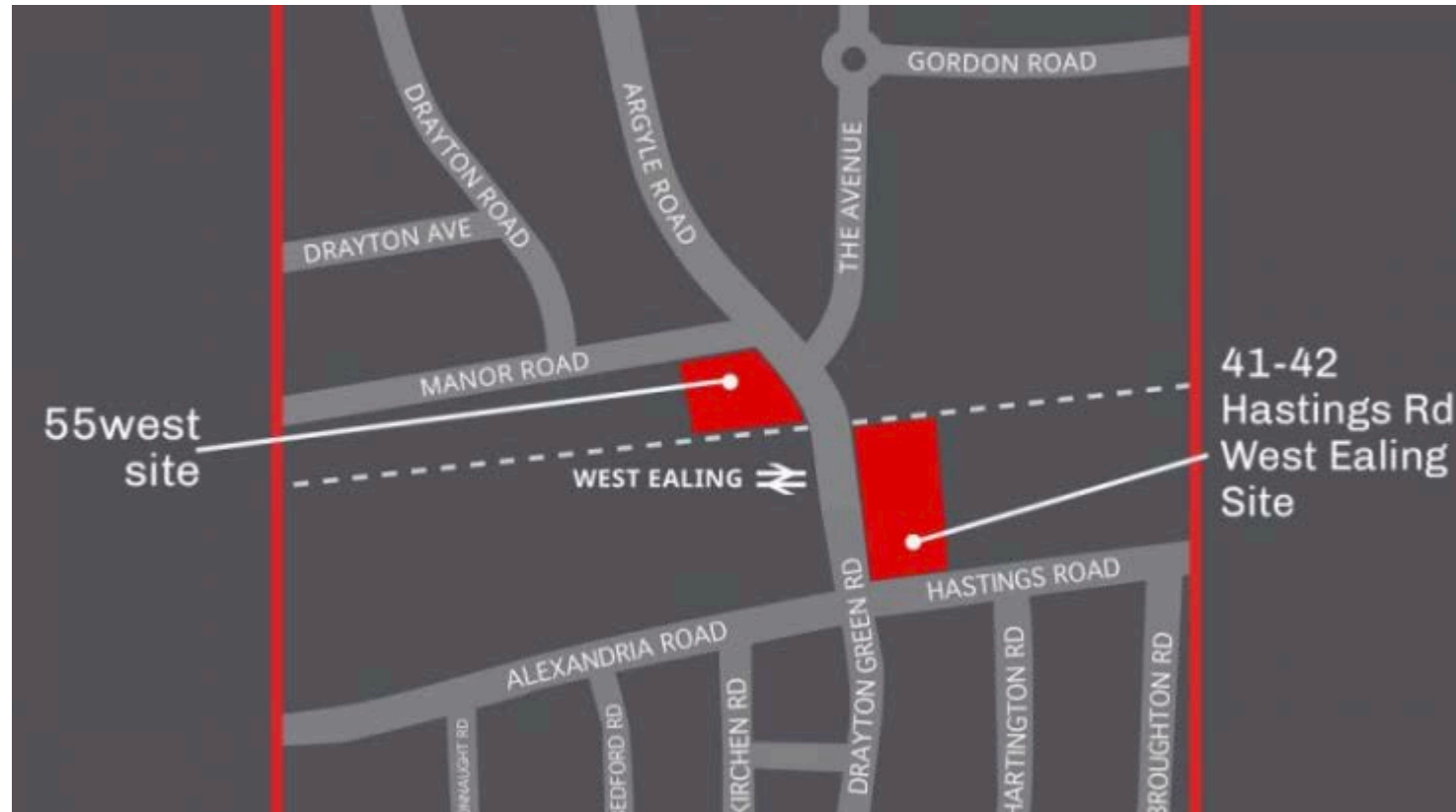


www.stopthetowers.org



Stop The Towers was the coming together of two local active resident associations (DCA & Five Roads) and other members of the community, in response to the controversial proposals for two sites next to West Ealing station.

Within the space of two weeks in June 2019, proposals were revealed for two 90m tall towers within 80m of each other on opposite sides of the bridge next to West Ealing Station



The first was from
A2Dominion.

They said they
would be
developing the
Majestic Wine and
Halfords site on
Hastings Road.



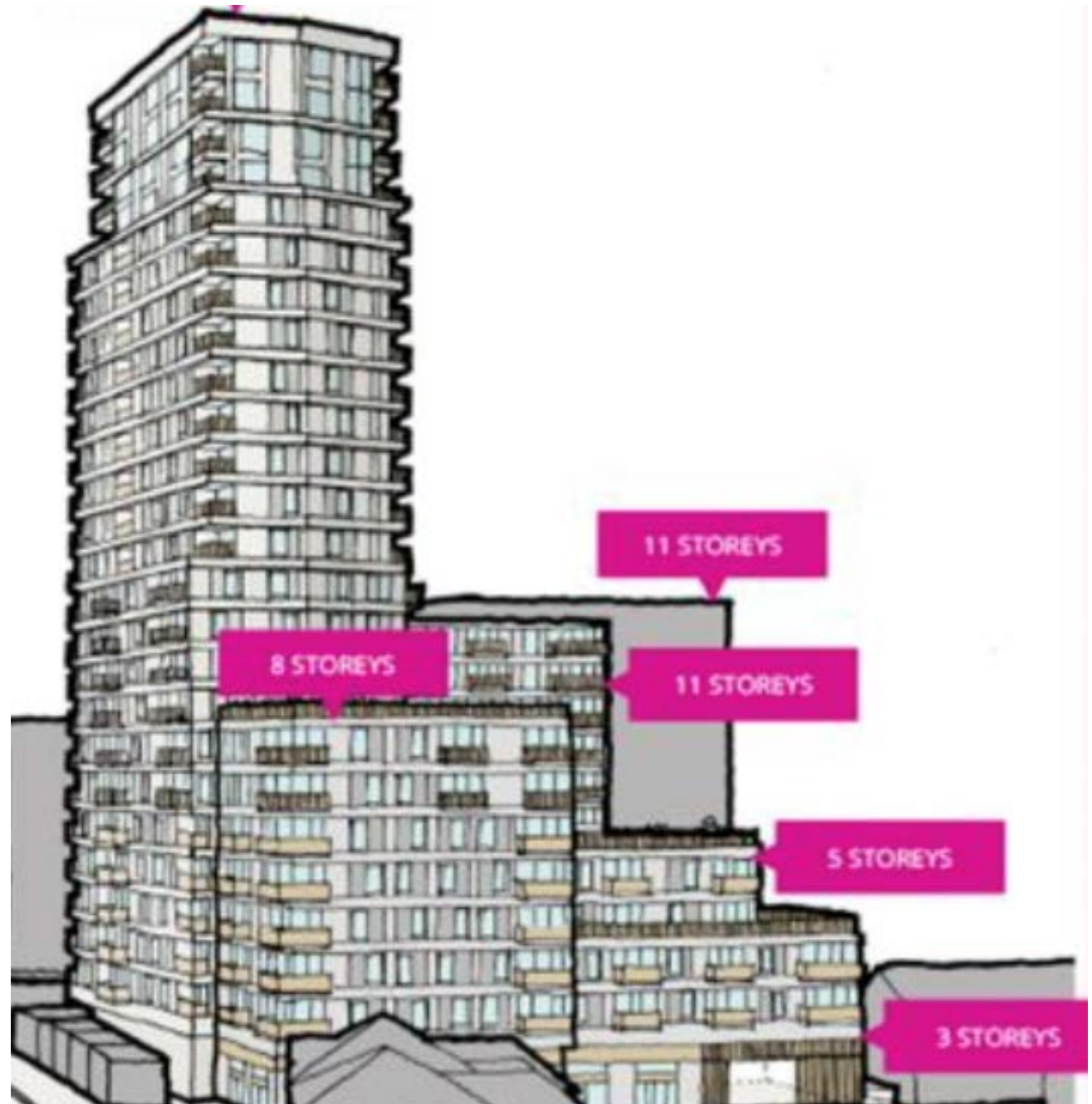
Hastings Road

Public consultation revealed there would be:

Six buildings consisting of 25, 11, 8, 5 and 3 storeys.

In total 183 flats

Only 36 would be social.



Manor Road

Southern Grove &
Thames Valley
Metropolitan Housing
Association then wrote
to the DCA saying they
wanted to meet and
show us the plans they
had for their 26 storey
tower on Manor Road.



Birdseye view of site



Opposite the site on Argyle Road



Approach from the bridge



Manor Road

During the meeting, SG proudly showed us what they were proposing: 149 flats in a building they were boasting would be the 'tallest 100% affordable tower in the UK'



Development Sites in Ealing and the local plan

Lots of people who knew about development and planning laws in Ealing told us the plans were farcical.

There were strict guidelines in place in Ealing's local plans and both sites were deemed unsuitable for such buildings.

Surely our council would protect us from these outlandish proposals?

In total there would be 332 flats out of which only 36 would be social housing.

When we quizzed Cllr Manro about there only being 36 homes available to the 12,000 people on Ealing's Housing he responded by saying 'We have to start somewhere'.

EAL12 West Ealing Crossrail Station

Manor Road / Argyle Road / Drayton Road West Ealing W13



Site Area: 0.11ha

Ownership: Private

Current Use: Retail and vehicle repair

Development Strategy Policies: 1.2(d), 2.5, particularly 2.5(f)

Setting: Urban

PTAL: 4

Planning Designations:
Metropolitan Centre

Relevant Planning Applications: None

Allocation: Mixed use development appropriate to the town centre, compatible with the functioning of the Crossrail station.

Justification: The location of this underused but strategic site in a town centre on premises adjacent to a Crossrail station and nearby designated shopping parades justify a high standard mixed use redevelopment featuring retail uses, which will complement and enhance the Crossrail station planned for opening in 2019, and respect the character of the adjacent residential area.

Indicative Delivery Timetable: 2016-2021

Site Context: The site is adjacent to the site of the West Ealing Crossrail station along the railway and sits on a prominent corner location at the intersection of Manor Road, Drayton Green Road and Argyle Road. It is within the boundaries of Ealing Metropolitan Town Centre and adjacent to a residential area of predominately Victorian

terraces. Building heights in the surrounding residential area generally range from one to four storeys. High quality buildings are located nearby including the locally listed sorting office on Manor Road, the parade at 4-24 the Avenue and the Drayton Court Hotel.

The small scale one-storey retail units which currently occupy the site, some of which are vacant or partly derelict, do not reflect the strategic corner location, contribute to the vibrancy of the retail offer in the area, particularly the lively shopping parades along the Avenue. The built form does not respond to Argyle Corner, Stowells Corner and the corner element of Sinclair House at the adjacent junction.

Design Principles: The height and massing of development on this site should both respond to the adjacent Crossrail station and to the bulk of the buildings featured at this intersection. Its bulk, scale and design should be sympathetic to the adjacent residential area, seek to enhance the setting of the locally listed sorting office and seek to

complement rather than compete with the appearance of the new Crossrail station.

Development should be designed to include features reflecting the prominent corner location of the site and respond to the ensemble of corner buildings that characterise the crossroads

A mix of small and medium size retail units and active uses should be provided on the ground floor to provide a lively and agreeable frontage to this increasingly busy thoroughfare and provide continuity with existing retail frontages along a north south axis, from The Broadway to West Ealing station. Careful consideration will need to be given to the location of loading bays and as to how they are accessed to avoid and minimise potential conflict with pedestrian movement along the Manor Road and Drayton Green Road.

Due to the proximity of the railway line, a convincing case would need to be presented that proposals for residential accommodation would have a satisfactory level of amenity. Any residential use on the site must be designed to adequately shield residents from the noise and vibrations coming from the adjacent railway through proper insulation and ventilation.

Residential development must provide adequate levels of communal and private garden space for residents; any balconies fronting the railway must achieve acceptable quality and usability standards particularly with regards to noise and air quality, and the provision of accessible roof space or terraces incorporating biodiversity features will be expected in flatted schemes. Residential units should be dual aspect (north facing single aspect units are not acceptable). Means to provide secure access to residential units on the site will need to be carefully considered. The constrained nature of the site and its location in a town centre next to a Crossrail station would support a car free scheme.

Development must enhance the public realm on the approach from the Uxbridge Road to the Crossrail station, reflecting the standards set by the improvements made along the Avenue and establishing continuity with any public realm provided as part of Crossrail.

EAL11 West Ealing Station Approach Drayton Green Road / Hastings Road West Ealing W13



Site area: 0.27ha

Ownership: Private

Current uses: Retail, vehicle repair/MOT, and storage space

Development Strategy Policies: 1.2(e), 2.5

Setting: Urban

PTAL: 4

Planning Designations:

Metropolitan Centre

Adjacent to Green Corridor

Relevant Planning Applications: None

Allocation: Mixed used development appropriate to the town centre.

Justification: Currently dominated by small-scale retail units and car parking, the site is underused in relation to its location within the town centre, and appropriate for an intensified mix of uses. The proximity to a residential area and the arrival of Crossrail make it suitable for the introduction of higher-density mixed use, enhancing the character of the town centre and the main route from the station to the high street area.

Indicative Delivery Timetable: 2016-2021

Site Context: The site sits by the railway in a highly accessible location opposite West Ealing Crossrail station. The site's immediate surroundings have seen a large amount of development in recent years with Waitrose, Luminosity Court and Sinclair House. This site however sits in a residential area as well as being within town centre

boundaries, making it particularly vulnerable to inappropriate and overbearing design. The adjacent railway further makes development sensitive to potential issues for end users such as noise and pollution.

With the introduction of Crossrail, a substantially increased pedestrian movement to and from the station is then to be expected between the nearby residential areas, West Ealing high street, Crossrail and the designated shopping parades of Waitrose and the Avenue. Traffic congestion is known to take place along Drayton Green Road, and Hastings Road has been closed to circulation to avoid rat-running.

Design Principles: The height, scale and massing of new development must reflect the historic character of the surrounding residential areas on Hastings and Drayton Green Road. New development along Hastings Road must be low rise and not overlook the adjacent two storey terraced residential properties on this side, to create a harmonious streetscape and respect the current building line.

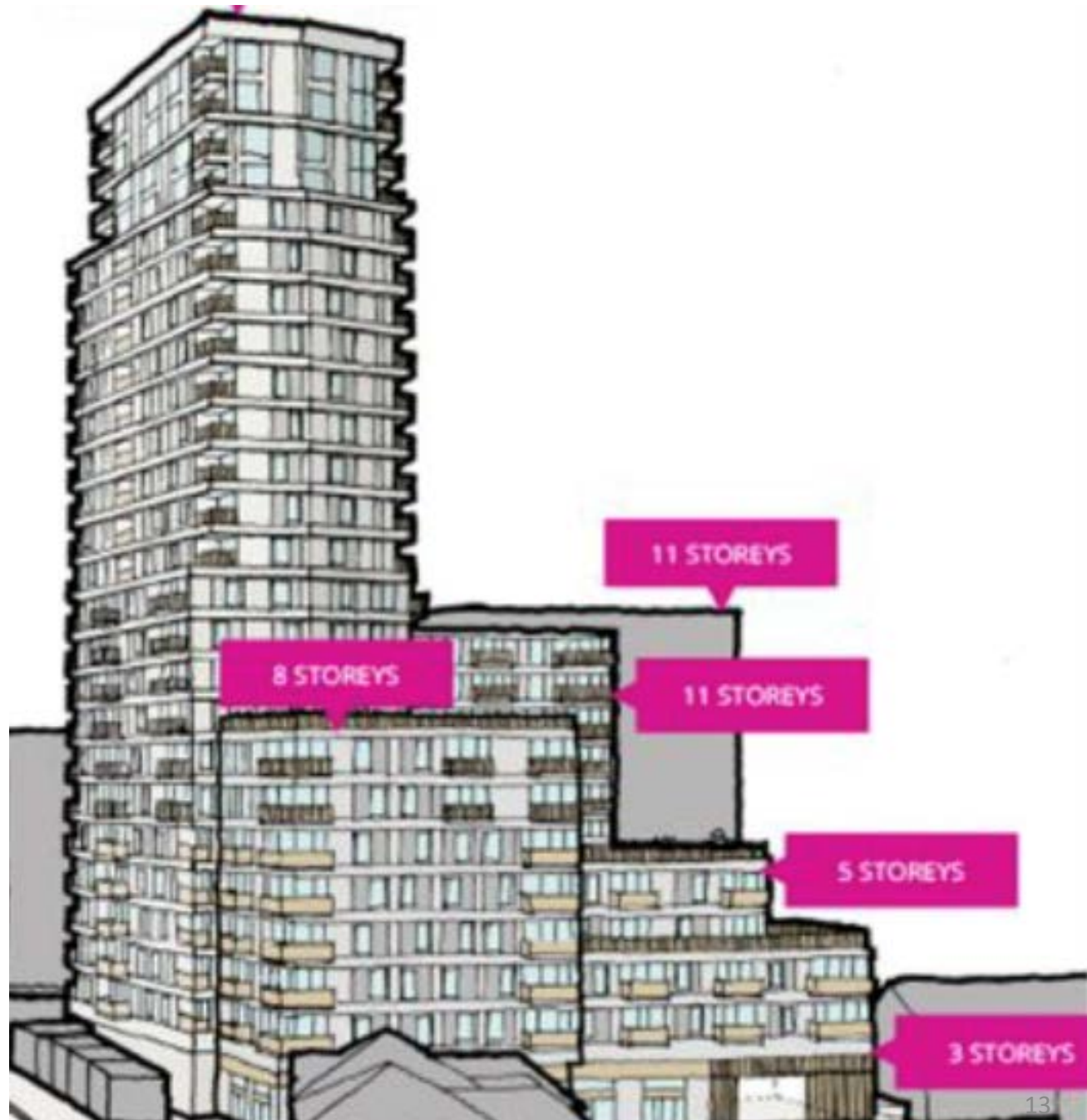
A stepped design with increasing height towards Drayton Green Road may be appropriate, in reflection of the increased scale of development at the intersection. Along Drayton Green Road, heights of up to four storeys will generally be appropriate, reflecting the height of Wilton House on the corner opposite.

Active frontages providing a variety of commercial units of different sizes should be provided on the ground floor of Drayton Green Road to provide a lively and agreeable frontage to this increasingly busy thoroughfare.

Due to the proximity of the railway line, a convincing case would need to be presented that proposals for residential accommodation would have a satisfactory level of amenity. Any residential use on the site must be designed to adequately shield residents from the noise and vibrations coming from the adjacent railway through proper insulation and ventilation.

Residential development must provide adequate levels of communal and private garden space for residents; any balconies fronting the railway must achieve acceptable quality and usability standards particularly with regards to noise and air quality, and the provision of accessible roof space or terraces incorporating biodiversity features will be expected in flatted schemes.

Residential units should be dual aspect (north facing single aspect units are not acceptable). Means to provide secure access to residential units on the site will need to be carefully considered. The constrained nature of the site and its location in a town centre next to a Crossrail station would support a car free scheme.



Stop The Towers spent all of last summer campaigning against these proposals before they were even submitted for validation.

Both developers were convinced they'd be validated within weeks and building would commence in Spring 2020.

In the correspondence to the GLA, the developers described this part of West Ealing as one of the *“worst affected areas during the London riots in 2011.”* They said *“the council and local businesses have since been making huge efforts of improvement to the community”* and identified *“the future of Crossrail station as a benefit to the area that is undergoing a period of regeneration”* and that the towers will *“complement the emerging high-rise cluster around the station”*

Not true – this area of Ealing was not affected during the riots of 2011 – why were they lying to the GLA?

We had meetings with both sets of developers several times – both said they'd been speaking to Ealing Council for years about these developments. They told us Ealing Council supported them.

As residents, we felt let down and betrayed by our council. The people we hoped would protect us, were apparently working with these developers to destroy our neighbourhoods.

So we got 100s of supporters to write to their MPs, the GLA, their Councillors and Ealing Council to let them know how they felt.

Certain members of Ealing Council's planning team were overheard calling us NIMBYs. The same council who had commended us on our years of community work as residents. The same residents who worked with councillors and local police teams to stop anti social behaviour in the neighbourhood. The same people who run monthly playstreets and street parties which brought our communities together. The same council who gave us litter pickers and bags to get street teams together to help keep the area clean. The same council who loved the fact we took pride in where we lived and even offered us a section of the park to manage – The council were calling us NIMBY's because we didn't want 2 90m towers over shadowing our homes.

None of this felt right



consultation to build these proposed towers next to West Ealing station and plans will be formally submitted soon.

These towers will change the visual landscape of Ealing, lead to loss of light, overlooking issues and infrastructure pressures in an area that has already seen a population and building boom in recent years.

Local residents we have come together to try and influence reasonable, progressive development. We can't stand to see our skyline, our area and infrastructure change forever without due diligence and without regard to a planning process that is meant to progressively serve the community not demolish its appeal and quality of life.

Up to our Facebook Page by searching 'Hastings Road and Manor Road developments'

What can we all do to help Stop The Towers?

If you want to help stop these developments please register your initial objection by e-mailing the Council's leaders and local representatives now. Let them know what you think in advance of plans being formally submitted for approval.

julian.bell@ealing.gov.uk (Labour Leader of the Council)

peter.mason@ealing.gov.uk (Labour and Cabinet Lead on Planning)

Please also copy in:

rupa.huq.mp@parliament.uk (Local Labour MP)

stevepoundmp@parliament.uk (Local Labour MP)

onkar.sahota@london.gov.uk (Ealing's Labour London Assembly Member)

saveusfromthetowers@gmail.com (Our email)

By cc'ing us into your email, or sending us your details separately, we will keep you up to date with the latest information.



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stevepoundmp@parliament.uk (Local Labour MP)
onkar.sahota@london.gov.uk (Ealing's Labour London Assembly Member)
stopthetowers@hotmail.com (Our email)
For further details on the plans or how to object visit, our website:
www.stopthetowers.org
@stopthetowers1 search: 'Hastings Road and Manor Road developments'



Group by Hastings Road and Manor Road Developments Hub

Hastings Road and Manor Road developments

CLOSED GROUP · 733 MEMBERS



+ Invite

Announcements

Interacting a

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onkar.sahota@london.gov.uk (Ealing's Labour London Assembly Member)
stopthetowers@hotmail.com (Our email)
For further details on the plans or how to object visit, our website:
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@stopthetowers1 search: 'Hastings Road and Manor Road developments'



Hastings Road and Manor Road Developments Hub
@HRMRdev

Add a Button

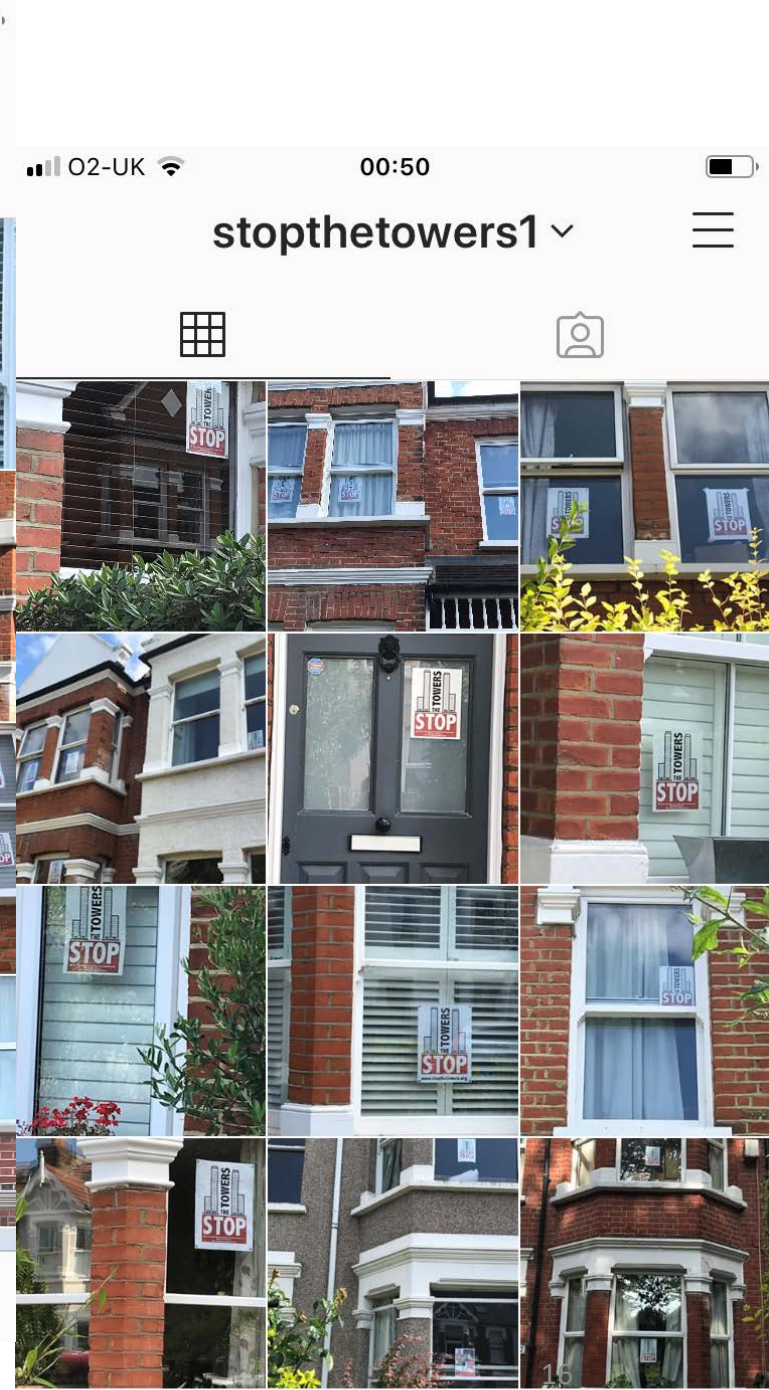
STOP THE TOWERS



Stop The Towers in West Ealing

Home /





We ran stalls at summer festivals across Ealing.people even designed T-shirts



Political support

Local MP Rupa Huq lends her support to STT

December 9, 2019



Dear Stop The Towers, Thank you for writing to me on the proposed Towers development in West Ealing on the former Majestic Winehouse site. I have...

[Read More](#)

Parliamentary Candidate adds his support to the Campaign

December 8, 2019



The parliamentary candidate for Ealing North – James Murray – has added his support to the campaign to Stop the Towers. In a letter sent...

[Read More](#)

Ealing North candidate supports the campaign

December 8, 2019



Dear Stop the Towers, I believe that the MP for Ealing North needs to be a champion for the area and its residents. It's clear...

[Read More](#)

Conservative candidate adds support to campaign

December 8, 2019



Dear Stop The Towers, I have been unequivocal about my opposition to the Towers and am a signed-up member to the Stop The Towers movement...

[Read More](#)

Green support for Stop the Towers Campaign

December 8, 2019



Dear Stop the Towers, Thanks for getting in touch. As your Green Party candidate for Ealing Central and Acton, I fully support the Stop The...

[Read More](#)

Ealing Lib Dems support the campaign

December 6, 2019



The Ealing Liberal Democrat Parliamentary candidates Sonul Badiani (Ealing Central and Acton) and Henrietta Bewley (Ealing North) support the community campaign "Stop The

Lego tower

Using the dimensions given to us by Southern Grove we built some Lego:

Small: typical two storey house in Ealing

Medium: the height of the Luminosity block (Waitrose flats)

Tall: the height of the Manor Road proposed skyscraper



A2Dominion
eventually gave
us their
dimensions; so
we built some
more Lego
showing *both*
towers to scale



Red Blocks

- We had two tall towers from two different developers. Yet neither were showing the other tower in their plans.
- Both were totally ignoring the impact of the other tower. It was quite bizarre.
- So one day, I stood by the Hastings Road site and tried to imagine what both would look like together.
- Here's my first attempt. So using this idea we got one of our design wizards to knock something up....



Images of both towers to scale: what they will look like together:



St Stephens conservation area



The Avenue and Sutherland Avenue



Overlooking & loss of privacy



Shadows over Draytons in the morning

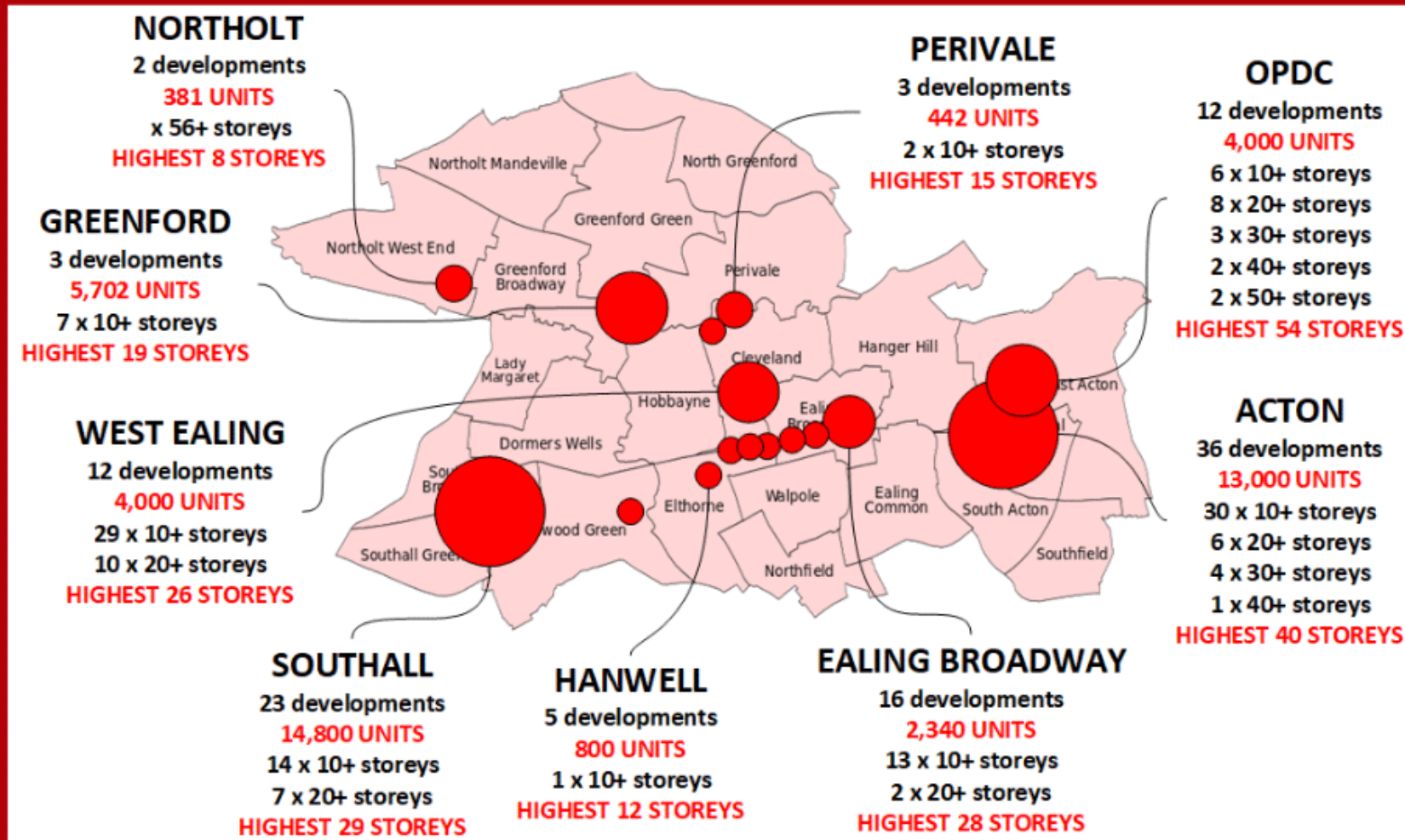


Long winter shadows reaching as far as Courtfield Gardens



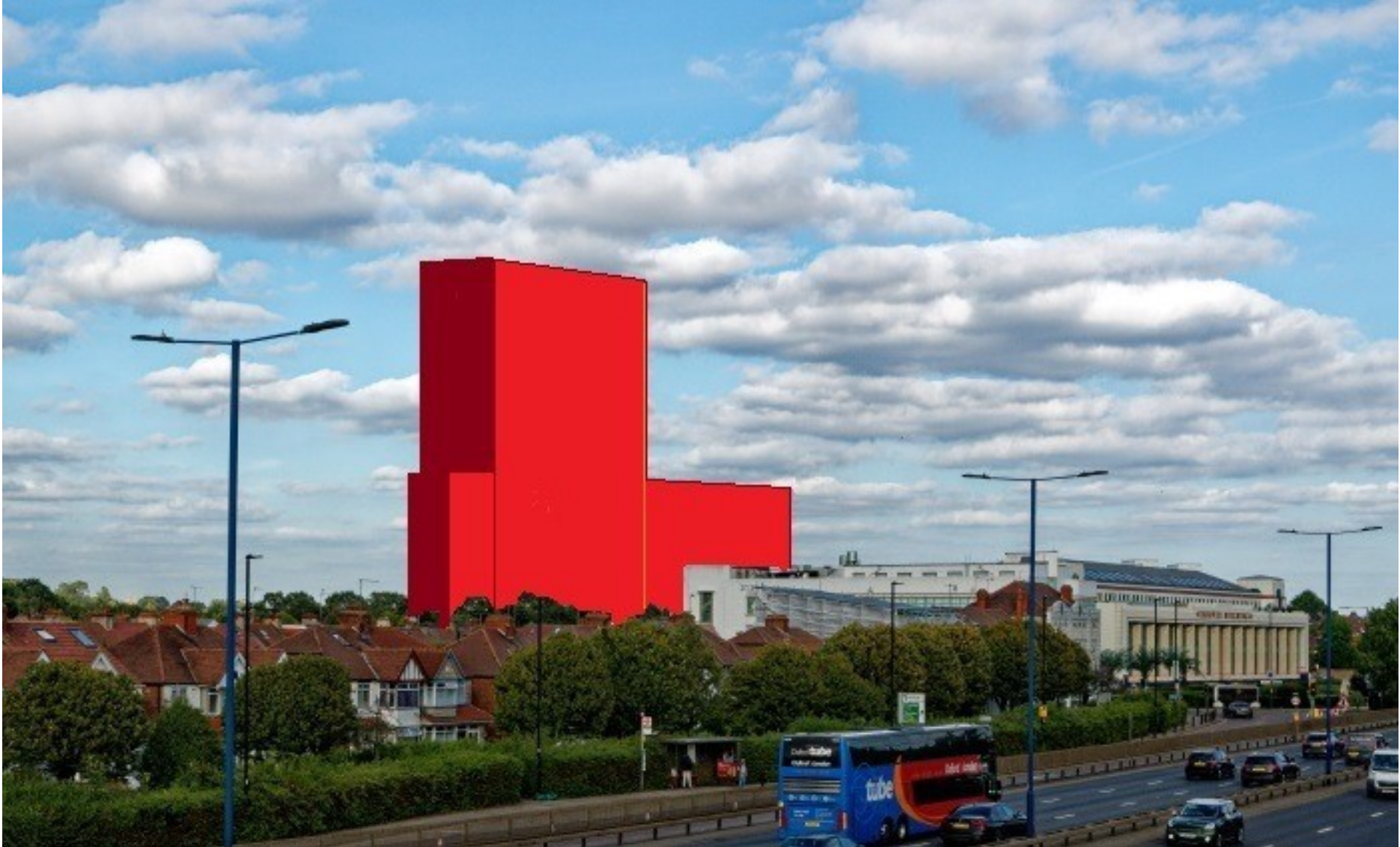
Other campaign groups also concerned about over development asked if they could use our red block idea.

EALING'S 124 NEW TOWERS



INCLUDING 25 OVER 20 STOREYS, 13 OVER 30 STOREYS, AND 4 AT 40 & 50 STOREYS
CIRCA 42,000 UNITS, 105,000 RESIDENTS

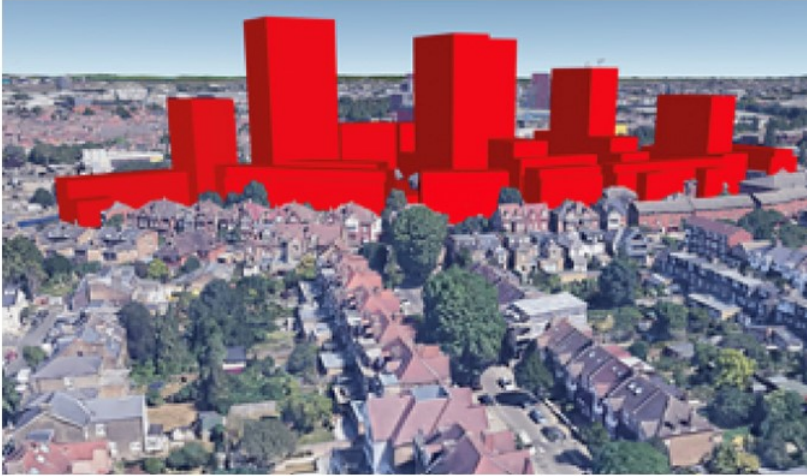
Tesco tower in Perivale



Gurnell



Friary Park estate, Acton



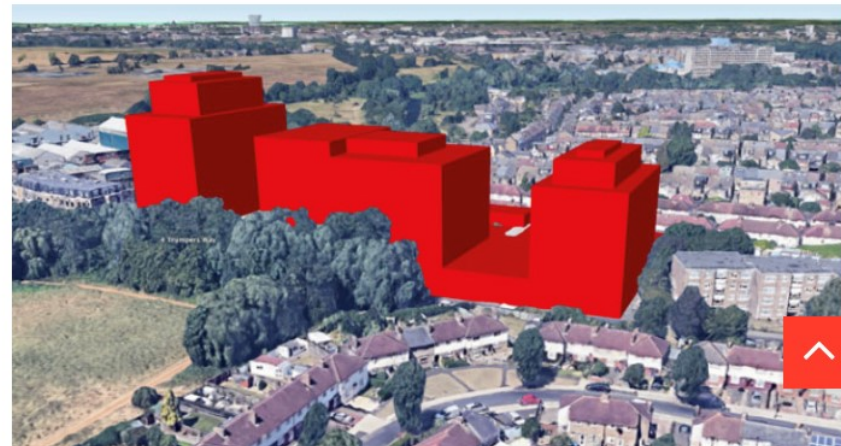
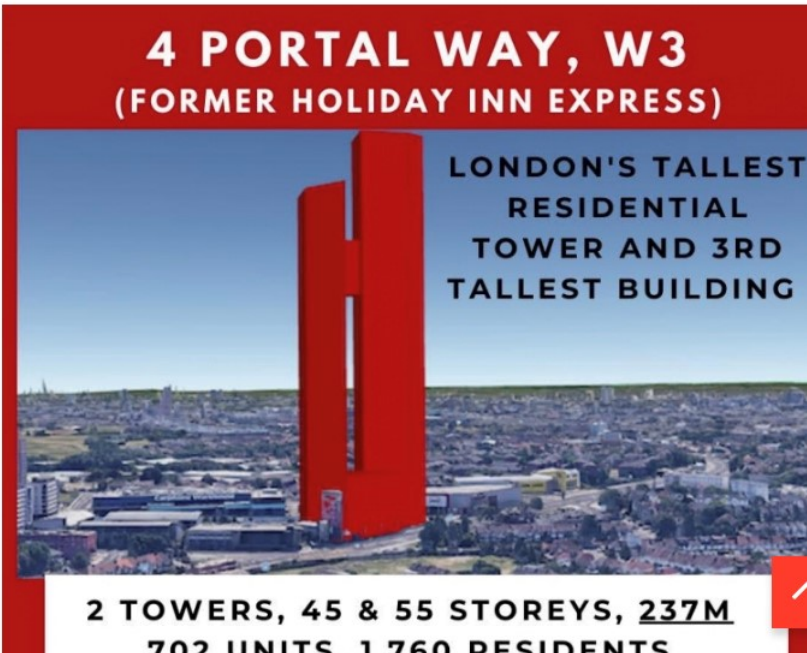
Friary Park Overdevelopment, Acton



Perceval House development

Stop the Elthorne Works Over-Development

(Change.org page)



Continued to have weekly STT meetings.
Kept in touch with both sets of developers
Regular emails to our 2000+ data base
Formed a **Stop the Towers Ealing** hub with other
campaigners as home for all developments in Ealing
Red Block Rebels were born. They made a very impressive
film highlighting just how many towers were coming to
Ealing and how much over development was happening
We had a protest outside Ealing Town Hall in Feb.
Attended by over 500 people and our two buses including
resident groups from all over Ealing.
People are very upset and very angry with Ealing Council.



**And then the UK went into
lockdown.**

WWW.STOPTHETOWERS.ORG

IT'S A CYNICAL

DISASTER!



THE TOWERING IN FURLOUGH

WHILE YOU WERE LOCKED DOWN,
IN FEAR FOR YOUR HEALTH AND FUTURE,
DEVELOPERS QUIETLY SUBMITTED THEIR PLANS FOR
A MEGA TOWER BLOCK!!!!

OBJECT BY 29TH JULY!

THE DEADLINE IS LOOMING!

TO FIND OUT HOW, GO TO:

WWW.STOPTHETOWERS.ORG

55 WEST

RESIDENTIAL • RETAIL • AFFORDABLE



ARTIST'S IMPRESSION OF PROPOSED DEVELOPMENT

IN PARTNERSHIP WITH

southern
grove



Metropolitan
Thames Valley



Since last year's public consultation process and the General

Manor Road plan (updated plans)

The new plan is for 144 “**affordable**” homes in two blocks, a 19 storey tower and a 13 storey shoulder building.

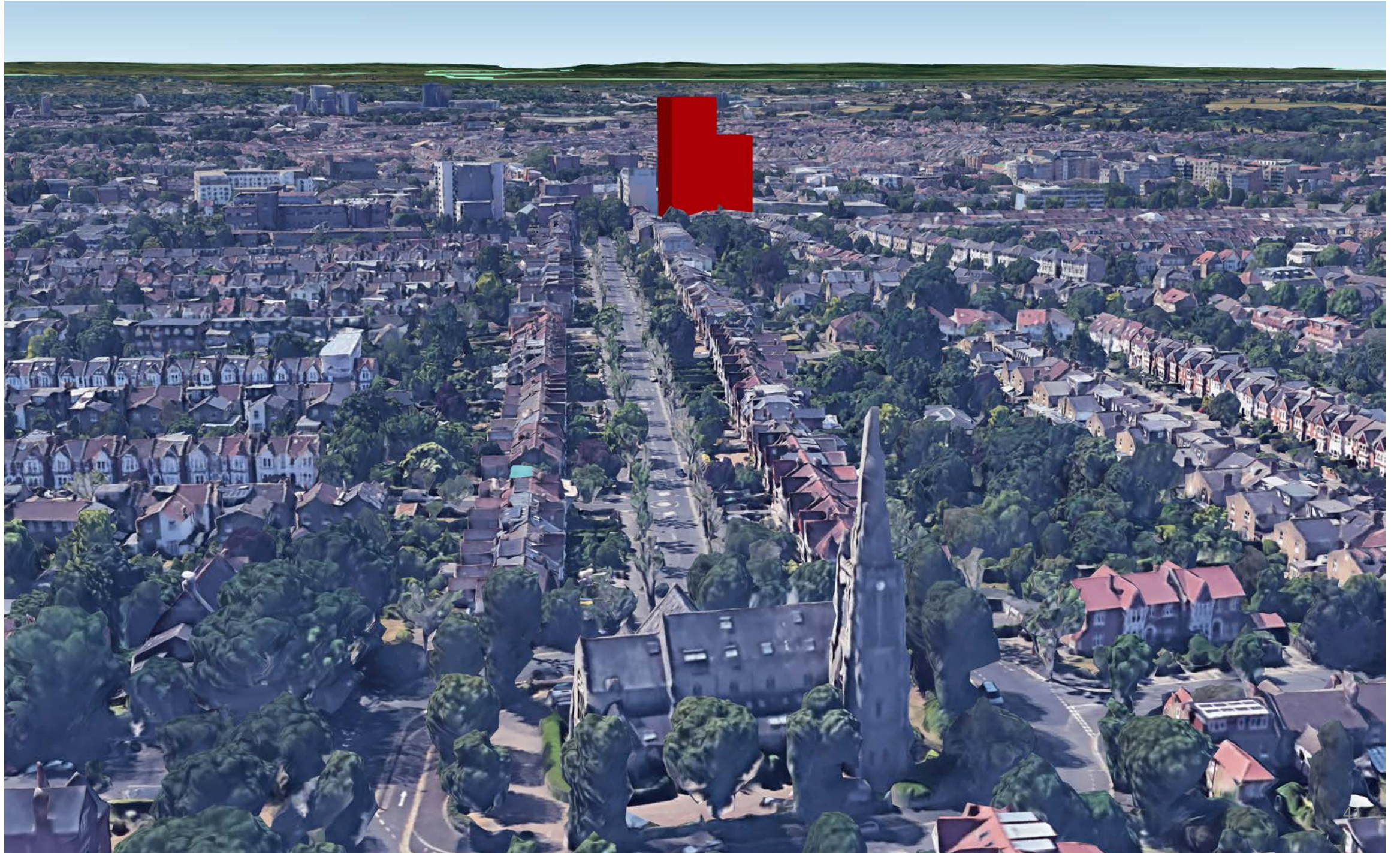
Whilst the tower maybe be shorter than the previous one, the shoulder tower is actually much higher. The whole building is much wider and denser in appearance. It is still twice the height of any building in the surrounding area.

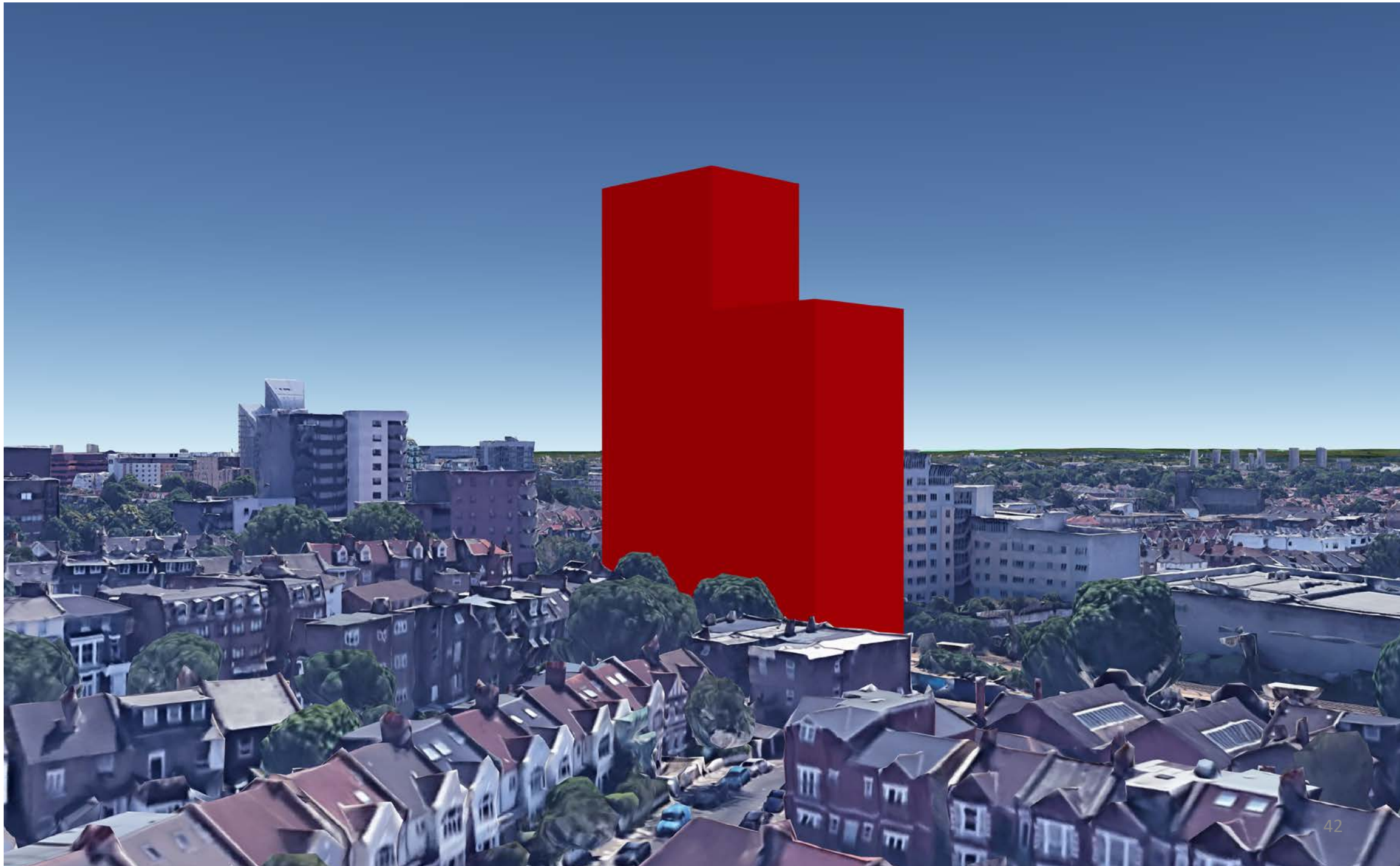
NB it's actually a 22 storey building, but don't tell anyone (2/3 storey mezzanine, 18 storeys of flats and a roof plant.)

Shadow covering the Drayton Court beer garden and other locally listed buildings on The Avenue including the Florist shop front in the setting of the Conservation Area.





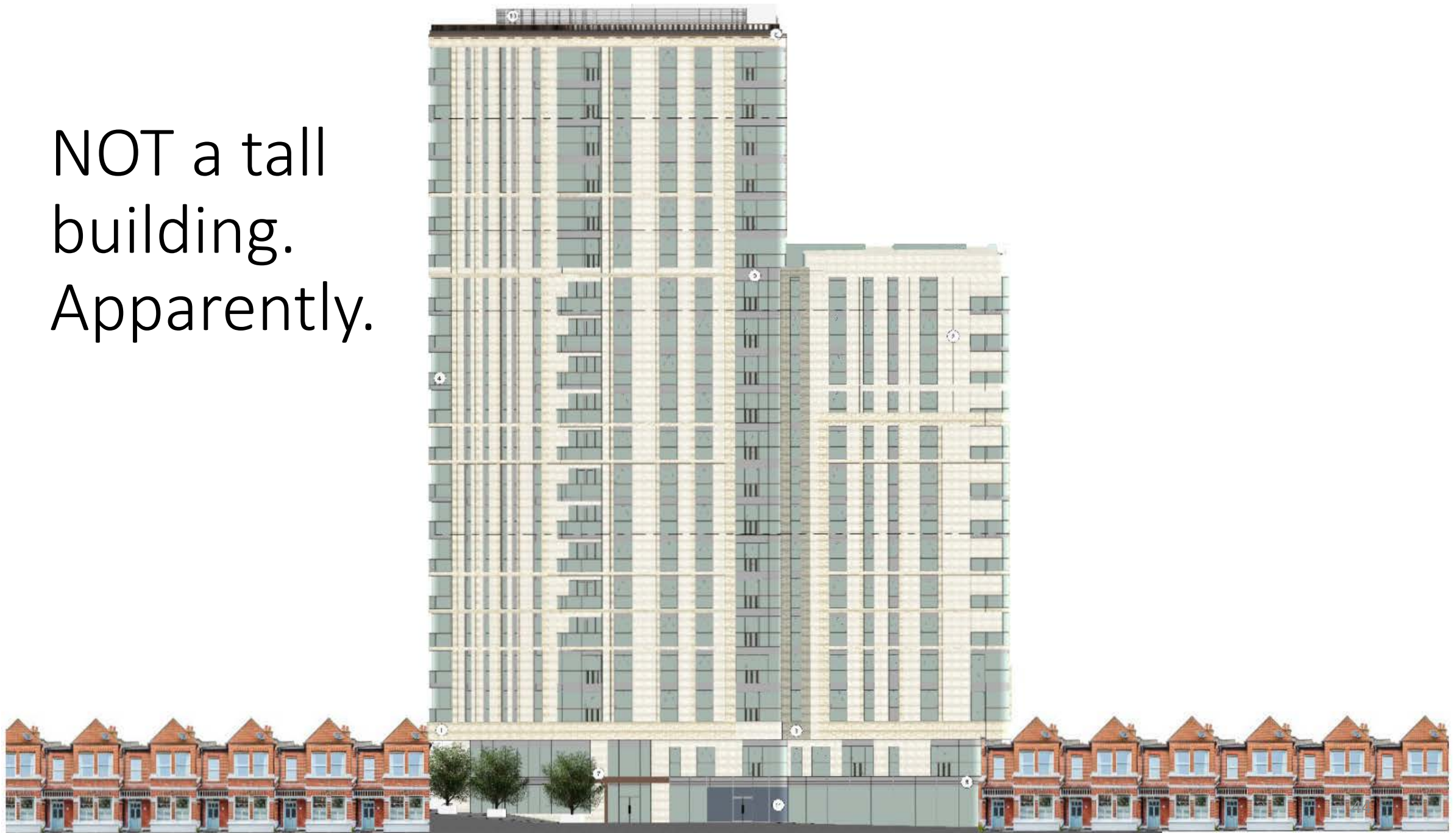




Peter Mason's pledge

Where developers propose schemes that are too tall, like in locations at South Acton, West Ealing and Southall, we will tell them so. In the last few months alone, a number of developers have been told directly that heights need to come down and more affordable homes need to be delivered before their plans can get off the ground

NOT a tall
building.
Apparently.



Why we object

It's too tall.

Tall building guidance and policies are clear that this site is unsuitable for a tall building

Density Excessive development – Too many large blocks of flats in a small area that includes the Green Man Estate, Uxbridge Road and the BT site on Gordon Road

Not consistent with existing site-specific guidance EAL 12 for the site and West Ealing Neighbourhood plan –

All development should be in line with Ealing's Planning documents; this proposal contradicts them.

Massing Putting this number of flats on a very small site creates an **oppressive structure** that dominates and spoils the local environment.

Does not meet housing needs - It provides small studios, one and two bed flats, of which there is an over-supply in Ealing. Instead Ealing needs family homes but this scheme provides none.

It's far too tall. Tall building guidance and policies are clear that this site is unsuitable for a tall building

Sits at the edge of residential and conservation areas.

Loss of privacy It will overlook hundreds of private gardens and down into loft rooms.

South facing flats will over heat in the summer

Having 144 homes within 10 metres of a major **Crossrail station** will interfere with that station, just the likely deliveries could cause major problems.

Poor design – against the London plan which is design led.

The flats are small and have little or no outside amenity space. What there is will be largely unusable due to railway noise or because it's not safe for small children (50m above a railway line)

It will have significant adverse impact on surrounding mainly residential environment.

Its oppressive overshadowing will result in loss of light.

Poor disabled access

Only one blue badge space for 15 wheelchair accessible flats and no provision for support services visiting (carers, doctors etc.)

Destroying heritage It destroys views from St. Stephen's and The Avenue Conservation Area and is out of keeping with locally listed Edwardian Sorting Office, Drayton Court Hotel, Stowell's Corner and neighbouring Victorian and Edwardian two and three storey homes.

Sustainability The high carbon footprint is inconsistent with Ealing's zero carbon pledge.

Tall buildings are environmentally unfriendly.

Design consultancy Arup, has just blown a hole in any claim they might have had to be environmentally sustainable. Writing in this month's issue of the architecture magazine *Domus*, he points out that a typical skyscraper will have at least double the carbon footprint of a 10-storey building of the same floor area.

Tall buildings are more structurally demanding than lower ones – it takes a lot of effort, for example, to stop them swaying – and so require more steel and concrete. **In London, which is mostly built on clay as opposed to Manhattan's rock, they require ample foundations.** Snelson also mentions “in-use” energy consumption and carbon emissions – what is needed to cool and heat and run lifts, which he says are typically 20% more for tall than medium-height buildings.

There's another meaning to “environment”, which describes personal rather than global surroundings. **In this respect, it's a bit of mystery why towers are thought desirable: you typically progress from a windy and inhospitable plaza to a soulless lobby, to a long lift ride, to another lobby, to a flat that has to be fortified and sealed against strong winds, to a balcony (if you're lucky) with a similarly embattled relationship to nature.** Good design can mitigate at least some of these deficiencies, but good design is weirdly hard to find in new tall buildings.

“Affordable” – What does it actually mean?

Don't be fooled by their claim that these flats are 100% affordable. None of these flats will be available to people on Ealing's social Housing list.

The two schemes being offered are:

65% shared ownership (a small studio flat is being priced at £400,000, a two bed is £550,000)

35% is 'London Living Rent' which is a new scheme from the London Mayor, exclusively for middle income households earning up to £60,000 who want to buy a home.

0% social

Developers need to be honest with their language.

Who is this planning proposal for?

It is not for those on the current social housing list as there are no flats at London Affordable Rents for Ealing residents or any social rents.

It is not for local residents as their privacy will be compromised by gardens and properties being overlooked with significant loss of light.

It is not for future residents of the development as putting this number of flats onto such a small footprint will lead to an oppressive living environment prone to fast spreading of viruses.

It is not for families as the majority of flats are small and there are too many studio, one and two-bedroom flats.

It is not for children as there is too little outside space to play.

It is not for the environment as the carbon footprint of such a large development is far higher than low-rise properties.

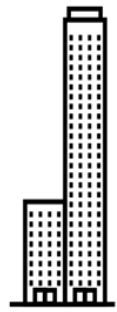
It is not for the disabled as only one blue badge parking place is being provided.

It is not for the community as there will be irrevocable adverse impact on local amenities and transport.

It is not for the heritage of Ealing as the development is half as high again as the tallest nearby building and is totally out of keeping with neighbouring conservation areas and Victorian two-storey homes.

It is not for Ealing Council as it contravenes their own existing planning guidance in the West Ealing Neighbourhood Plan and Site Specific Guidance EAL12.

So, if it is being built for none of the above, who is it being built for?



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