

- We suggest looking at mews typologies as precedents to inform the approach to this site. In particular we invite the team to review projects by Peter Barber, Donnybrook Quarter especially, or The Old Dairy by Studio Woodroffe Papa for solutions for tight sites. Also, the Tin House by Henning Stummel is an interesting solution for broken down forms on backland developments.
- In order to make best use of the space and provide for a more attractive pedestrian environment, we suggest finding ways to integrate air source heat pumps and refuse bins within the building envelope.
- The frontage building may benefit from some refinement, including a roof overhang and chimney stacks, which could form part a sustainable solution to move towards net zero carbon.
- In terms of internal layout, we suggest the apartments in the mews street should stack for continuity of structure and services.

LANDSCAPING

- Further consideration should be given to landscaping, tree planting and boundary treatment.
- The communal garden appears small and further consideration should be given providing the 2-bed units with private amenity space.

MOVING FORWARD

The Panel thanks the applicant for the clear and comprehensive presentation. We acknowledge these are complicated sites to develop due to their constraints and the stakeholders involved. It is an important scheme for the Council, and we support the ambition to unlock both sites for regeneration. Whilst the design for the community hall seems better resolved, we are not entirely convinced about the residential component of the scheme and feel there is little relationship between the two sites. In our view there could be a stronger linkage and a more sensitive solution to Site 2. The Panel was not aware of a landscape architect's involvement on the team and we think this would benefit both sites.

We feel that the architects need time to explore options, particularly the residential component to address the Panel's comments. We suggest a further design review would be beneficial to see the scheme prior to any submission in order to give it a positive endorsement and the Council more confidence in the outcome.

Following this review, the Design Team and Client looked at the examples mentioned and the suggested design changes, especially for the residential scheme. It was felt that, though the examples were vibrant and innovative, they were considered too 'urban' in approach and not in-keeping with the character of Teddington and the scale and feel of the architecture of Middle Lane and Ellery Road. That there was concern in trying to provide terrace amenity for the first floor units which would increase the mass of the building with the insertion of balconies, and that overlooking would be a major issue. However, the request for the Heritage Assessment, extending of eaves, the further articulation of the windows, increased ground floor windows, and making the pedestrian access more grand with piers, gates, and by matching the width of Middle Lane, were suggestions that were implemented.

The following images are some of the examples mentioned by the RDRP.



6.0

DESIGN PROPOSALS

- 6.1 COMMUNITY CENTRE
 - 6.2 RESIDENTIAL DEVELOPMENT
-

6.1 COMMUNITY CENTRE

6.1.1 TYPOLOGY

The new community centre, beyond just following the characteristics of the local Teddington palette of materials, the approach towards the form of the building relates to a typology of West London public or 'municipal' architecture. As such, there are key aesthetics that can be seen in local examples which have been employed, some of which include:

- Bold or strong brick gable frontages to public realm.
- Iconic form acts as a signpost of public use.
- Principle gable elevation highlights entrance, remaining elevations are secondary.
- Form varies to surrounding context or street-scape, expressing function (municipal not domestic).
- Often with brick banding and feature detailing.
- Parapets screening simple pitched roofs beyond.
- Feature vertical glazing, with window surrounds.
- Gable form allows height increase to interior spaces (hall).
- Often simple rectangular footprints.
- Municipal uses include: Public halls, churches, libraries, schools, railway and bus depot buildings.

The design is not a recreation of historic precedents, but a modern interpretation of the typology. Other examples in the London Borough of Richmond follow this approach to local character and architectural context, with new designs often linking to existing uses and buildings, such as Richmond & Hillcroft Adult College by Morris + Company.



The column of images to the left are examples from around Teddington and the wider London Borough of Richmond upon Thames, inclusive of churches and community halls.

The image above is also of the original Ellera Hall. The proposal does not want to mirror the existing building but does use the principles of the typology of this building use class.

Below is the proposed new community centre and the principal elevations, picking up the characteristics of the typology.



6.1.2 MASSING MODELS



COMMUNITY CENTRE 3D AERIAL VIEW



COMMUNITY CENTRE 3D NORTH LANE

6.1.3 RENDERED ELEVATIONS & MATERIALS



PROPOSED MATERIALS



Local Teddington dark stock brick



Light grey standing seam metal roofing

MATERIAL PRECEDENTS - LOCAL TEDDINGTON BUILDINGS



The elevational treatment of the proposed development offers a sympathetic design to the local context, whilst recognising that the building is a municipal / public use facility and not domestic. Therefore, the proposed materials include:

- Structure: Timber glulam frame, traditional timber joists.
- Roof, eaves, fascias: VM ZINC QUARTZ-ZINC or similar approved standing seam (pitched and flat roofs).
- Rainwater goods: Zinc
- Main Walls: TBS Broadway Blend Dark Stock Facing Brick and WT Lamb and Sons Red Rubber Brick.
- Single Storey Wing Cladding: Zinc standing seam cladding.
- Windows/Doors: Composite aluminium/timber double glazed casement.

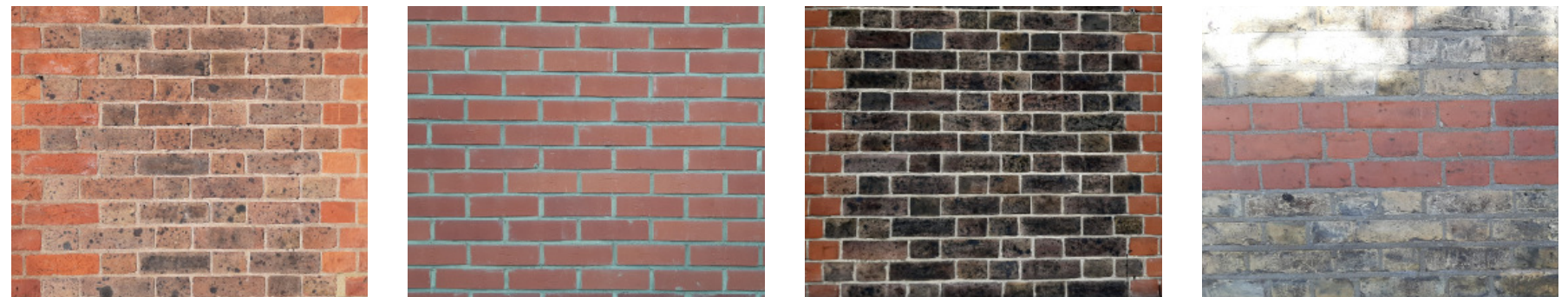
Internal specification:

- Flooring: TBC
- Internal walls: Plaster board drylining with paint finish and MDF painted skirting.
- Acoustic sliding folding walls to subdivide hall: Londonwall Type 80 or similar.
- Sanitaryware: 2 x Disabled toilets, 2 x female cubicle toilets, 2 x male cubicle toilets. Ideal standard.
- Joinery: Allow for fitted storage cupboards and a temporary/collapsible raised stage for hall.
- Hard landscaping: Resin bound gravel.

Please see drawing 'ERH-06 Detail Elevation and Section' for more detail.



DETAIL ELEVATION AND SECTION



LOCAL TEDDINGTON BRICKS

6.1.4 ADDITIONAL ELEVATIONS



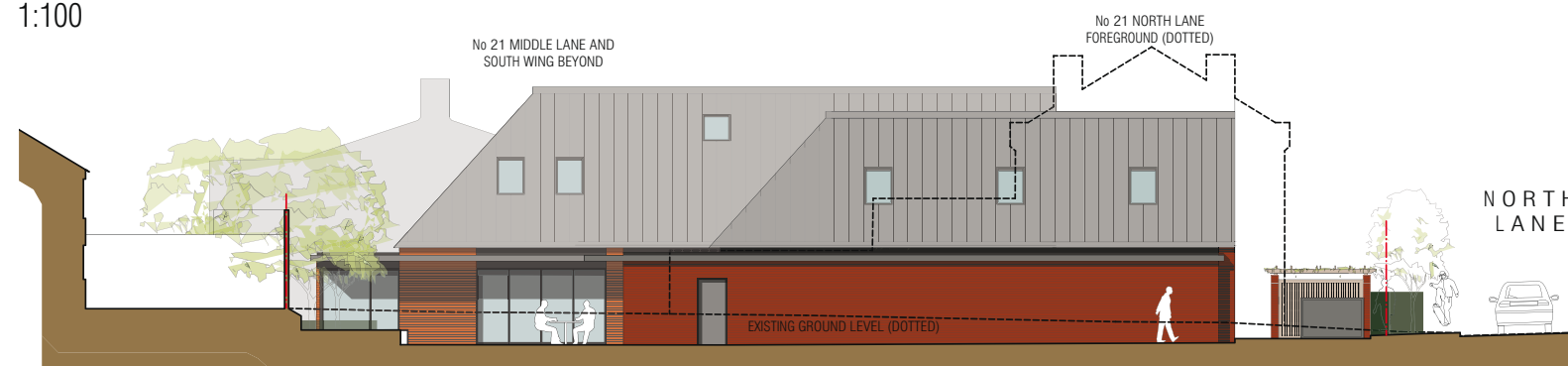
**FRONT ELEVATION
(WEST FACADE)**
1:100



**SIDE ELEVATION
(SOUTH FACADE)**
1:100



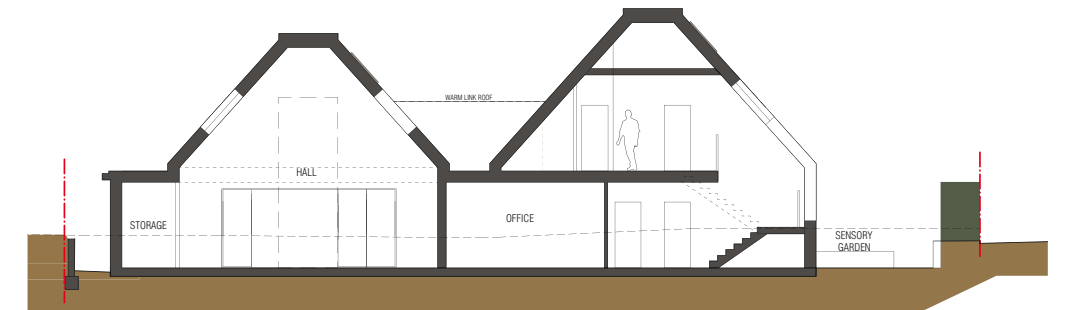
**REAR ELEVATION
(EAST FACADE)**
1:100



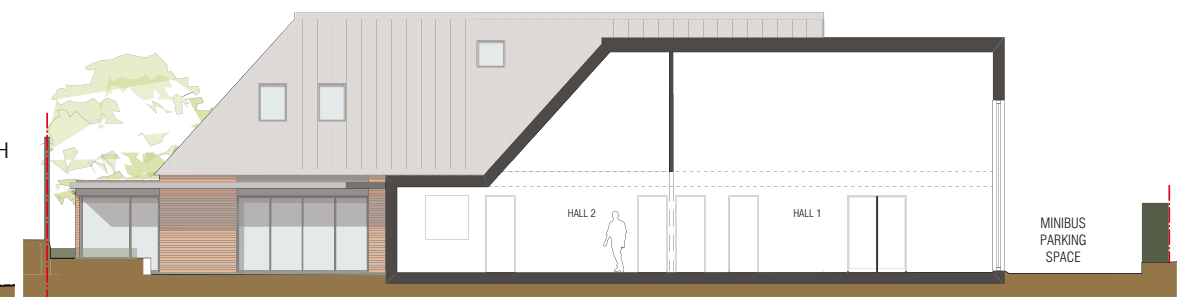
**SIDE ELEVATION
(NORTH FACADE)**
1:100



SITE PLAN KEY
1:250



SECTION A-A
1:100



SECTION B-B
1:100

6.1.5 PROPOSED PLANS

The community centre (assumed Use Class F2(b)) is one building but in two wings. A double height hall to the north and main activity spaces in the main building to the south. Landscaped gardens are then around the perimeter and a larger garden offset to the rear of 265m² (2850 ft²).

The entrance comprises a large foyer with reception and office space. There are separate toilets for disabled, female and male, and stairs/lift to the first floor on one side. On the other side is the route to the hall. Then deeper into the building there is the commercial kitchen serving the hall through a hatch as well as a cafe space and lounge. There are also two specialist rooms and a separate quiet room. Upstairs we have proposed two larger activity rooms a further disabled toilet plus additional office/admin room. Around the perimeter eaves space is storage, plus a long storage area to the hall.

ROOMS SCHEDULE:

EXISTING HALL (Total - 510.5m²)

Main spaces:

- Hall - 199.5m²
- Stage - 14.5m²
- Kitchen - 33.5m²
- Office – 9.8m² & 10.8m² & 7m²
- Activity Room – 36.9m²
- Lounge – 30.8m²
- Quiet Room – 11m²

Ancillary:

- Toilets - 2 female / 2 male / 1 disabled + lobbies - 21.8m²
- Wash Room – 1.7m²
- Hall storage – 27.6m²
- Kitchen storage – 3.5m²
- Unknown – 12.6m²
- Circulation – 39.5m²
- Laundry – 5.5m²
- Bath – 9.8m²
- Hairdressing – 9.6m²
- Store – 2m²

PROPOSED HALL (Total - 519m²)

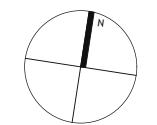
- Foyer / Reception / Office – 20m² & 15m²
- Toilets - 2 female / 2 male / 1 disabled
- 2 Specialist rooms – 10m² each
- Kitchen - 30m²
- Café - 33m²
- Lounge - 41m²
- Quiet Room – 10m²
- Hall & Storage – 143m²
- 1st Floor Activity Rooms x 2 – 39m² & 28m²
- 1st Floor Office /admin – 17m²
- Garden - 268m²
- Sheddington – external store/ workshop



COMMUNITY HALL FIRST FLOOR PLAN

- KEY:
- PLANNING APPLICATION BOUNDARY
 - GARDEN FENCE
 - EXISTING NEIGHBOURING BUILDINGS
 - PROPOSED HEDGES & EDGE PLANTING
 - PROPOSED HARD LANDSCAPING
 - EXISTING TREES
 - PROPOSED TREES
 - B CATEGORY RPA
 - C CATEGORY RPA
 - U CATEGORY TREE
 - CURRENT CROWN SPREADS
 - TREES TO BE REMOVED

NOTE:
PLEASE SEE LANDSCAPE PROPOSAL
(DRAWING B21008.101) FOR MORE DETAIL.



1:100 SCALE BAR

COMMUNITY HALL GROUND FLOOR PLAN

6.1.6 INCLUSIVE ACCESS STATEMENT

Inclusive Access Statement

Reasonable provision must be made for people to gain access to and use the building and its facilities, both as visitors and as people who work in them.

Following guidelines outlined within Approved Documents (Part M and K), together with other specific legislation, the proposed community centre has been designed to be fully inclusive across the below criteria:

Boundary Access

It is key that people, regardless of disability, age or gender, can reach the principal entrance of the building and other entrances/facilities from the site boundary, and car parking/setting down point within the site.

Where the gradient of the approach, whether over its whole length or in part, is 1:20 or steeper, that part of the approach should be designed as ramped access. In this case, the gradient has been designed at 1:25 or 400mm down over 10m. This is in response to planning matters related to lowering the height of the building in respect to neighbouring properties.

The access routes to principal or alternative accessible entrances are to be surfaced so that people are able to travel along them easily, without excessive effort and without the risk of tripping or falling.

Where there is an uncontrolled crossing point across the vehicular route, this is to be identified by a buff coloured blister surface. The front forecourt serves as a small parking court and drop-off point for the community centre, but with a coloured surface change designated for pedestrians from Middle Lane.

The surface is proposed to be permeable resin bound gravel that will be firm, durable and slip resistant, with undulations not exceeding 3mm.

The route to the principal entrance is clearly identified with a sign, canopy and glazed entrance, foyer and reception that will all be well lit, all assisting wayfinding.

Parking and Setting Down

People who need to travel to buildings by car or minibus need to be able to park, have sufficient space to enter and leave their vehicle, on occasions move to the rear of their vehicle, then walk, travel in a wheelchair or with pushchairs etc. to the principal entrance or any alternative accessible entrance of the building.

The surface of the parking bays designated for disabled people, in particular the area surrounding the bay, will allow safe transfer of a passenger or driver to a wheelchair and transfer from the parking bay to the access route to the building entrance.

One parking bay designated for disabled people is provided on firm and level ground as close as feasible to the principal entrance of the building. An additional disabled parking bay is provided, though this is for allocation to the second residential wheelchair unit, if required. The dimensions of the designated disabled parking bays are 2.4m by 4.8m, with 1200mm accessibility zone between bays.

A minibus forms part of the user group service, and it will be able to provide setting down for community centre users directly outside the main entrance. It will also have a bespoke parking space to remove it from blocking the manoeuvring zone of the parking court and pedestrian routes.

Accessible Entrances

The aim for all new buildings is for the principal entrance and any lobby to be accessible. The route from the exterior across the threshold should provide weather protection, and not present a barrier for wheelchair users or a trip hazard for other people.

There is a level landing at least 1500 x 1500mm, clear of any door swings, immediately in front of the entrance. The threshold will have a maximum up-stand of no more than 15mm. Where mat wells are provided, the surface of the mat is level with the surface of the adjacent floor finish.

Manually operated non-powered entrance doors the opening force at the leading edge of the door is not more than 30N at the leading edge from 0° (the door in the closed position) to 30° open, and not more than 22.5N at the leading edge from 30° to 60° of the opening cycle.

There is an unobstructed space of at least 300mm on the pull side of the door between the leading edge of the door and any return wall. The external doors to the main entrance are to be 1000mm minimum effective clear width.

People with visual impairment should be in no doubt as to the location of glass doors, especially when they are within a glazed screen. The choice of a different style of manifestation for the door and the glazed screen can help to differentiate between them.

Entrance Reception Area

As the entrance hall is the first point of contact with a building's activities and resources, the reception area in particular should not only be easily accessible but also convenient to use. The reception point is to be located away from the principal entrance, whilst still providing a view of it, and provides ample wheelchair turning space (2200mm wide).

Internal Doors

They disadvantage many people who have limited upper body strength, are pushing prams or are carrying heavy objects. Where closing devices are needed for fire control, electrically powered hold-open devices or swing-free closing devices should be used as appropriate. These are devices whose closing mechanism is only activated in case of emergency. Low energy powered door systems may be used in locations not subject to frequent use or heavy traffic as the opening and closing action is relatively slow.

The doors are to have a clear width through a single leaf door or one leaf of a double door straight-on (without a turn or oblique approach) of 800mm. There is an unobstructed space of at least 300mm on the pull side of the door between the leading edge of the door and any return wall.

Any fire doors, particularly those in corridors, are held open with an electro-magnetic device, but self-close when:

- activated by smoke detectors linked to the door individually, or to a main fire/smoke alarm system;
- the power supply fails;
- activated by a hand-operated switch.

Corridors

Corridors should be wide enough to allow people with buggies or people on crutches to pass, whilst wheelchair users should be able to pass other people and, where necessary, turn through 180°. Corridors are to have an unobstructed width (excluding any projections into the space) along their length of at least 1200mm.

Vertical Circulation

A passenger lift has been provided as the most suitable means of vertical access. There is an unobstructed manoeuvring space of 1500mm x 1500mm in front. The minimum dimension of the lift car is to be 1100mm wide x 1400mm deep.

Sanitary Accommodation

In principle, suitable sanitary accommodation should be available to everybody, including sanitary accommodation designed for wheelchair users, ambulant disabled people, people of either sex with babies and small children.

At least one wheelchair-accessible unisex toilet is provided at each location in a building where sanitary facilities are provided for use by customers and visitors to a building, or by people working in the building, and that any wheelchair user does not have to travel more than 40m to reach the facilities. Therefore, two unisex disabled toilets are being provided, one on the ground floor and one on the first floor.

6.1.7 TRANSPORT & TRAVEL

PARKING

The development proposes a total of five car parking spaces (three standard staff/visitor spaces, one disabled and one possible disabled parking bay for residential development) as well as a mini bus parking space at the North of the site.

Please see report 'P2379 Ellera Hall & North Lane East Car Park BREEAM Travel Plan May 2021' and 'P2379 Ellera Hall & North Lane East Car Park Transport Assessment May 2021' produced by Traffic Consultants Paul Mews Associates, for more detail.

CYCLE PARKING

Following Transport for London Guidance and Calculator for Class D1 (Other), the requirement is for one Long-stay space and six short-stay space. For Long stay use, the proposal suggests 2 x secure and sheltered spaces in the form of individual bike enclosures located behind the refuse store in the Northwest corner of the site. For Short stay use, 2 x Sheffield racks (four standard spaces) and 1 x Sheffield rack (two larger spaces) are proposed next to the Hall entrance and clearly visible from the Admin/Office as per Secured by Design recommendations.

Please see drawing EHT-03 PROPOSED GROUND AND FIRST FLOOR PLANS for more detail.

6.1.8 REFUSE & RECYCLING

The refuse and recycling stores for both sites of the proposed development have been designed to meet the requirements based on the 'Refuse and Recycling Storage requirements Supplementary Planning document April 2015' guidance document, calculated to London Borough of Richmond upon Thames standards, in terms of quantum, location, access and design.

The volume of waste generated was calculated following the formula for commercial and mixed use developments which suggests 2.6 cubic metres waste storage for every 1,000m² gross floor space. The area of the proposed Community Centre is 519m², therefore, the required waste storage is 1.35 cubic metres waste storage (50% of this capacity should be retained for the storage of separated waste for recycling). Therefore, 2 x 360L recycling and 1 x 360L + 1 x 240L general waste is proposed. Waste collection travel distance from refuse vehicle collection points adhere to the specified requirements of 20m from main entrance door and is free of steps or steep slopes.

Please see drawing EHT-04 PROPOSED ELEVATIONS AND SECTIONS for more detail.

The proposed Community centre is also set to apply for Silver Award by Secure by Design.

6.1.9 LANDSCAPING

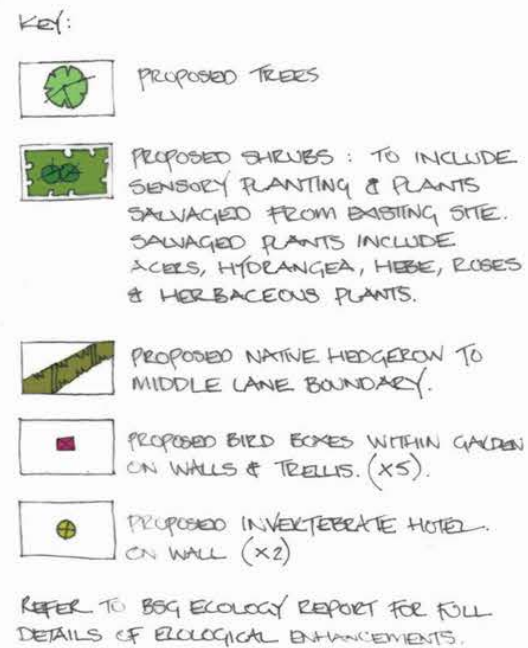
The Ellera Community Association (ECA) counts keen horticulturists amongst its members, and their existing garden has been a well-used amenity. It has always been a fundamental part of the brief to provide a suitable new garden for the new facility.

As part of the proposals, the Landscape Architect met key members of the ECA at the existing garden to establish if any existing plants could be relocated to the new site. Then a high-level design was provided showing the areas and zones for various activities and planting, that forms part of the application. Such areas include:

- Perimeter screen hedging and estate railings.
- Sensory garden with raised planting beds and seating, running along and down from Middle Lane.
- Patio/terrace off the hall and café.
- Raised perimeter garden beds and pleached trees.
- Raised lawn and small seating area.

As the building is set at the lower level off North Lane, the garden area will also be set below the current car park tarmac level. The terrace is, therefore, set low in the site with the raised beds naturally forming the transition of levels to the boundary, aiding the accessibility to the planting for the older user group.

The planting schedule will be a work in progress with the ECA and the local authority, as and when the scheme reaches the point where existing plants can be relocated.



6.1.10 SUSTAINABILITY - BREEAM

An Energy Strategy has been prepared by McBains for the new Community Centre, included in this submission. It addresses requirements related to energy use and carbon dioxide emissions reduction in accordance with local and national policy. Sustainability is integral to the design of this new scheme and the aim is to describe the development of the Energy Strategy for the building. In line with UK Government's Climate Change Commitments, the new London Plan and Richmond upon Thames sustainability ambitions, the new Elleray Hall will be designed as a high-performance building with the aim to:

- achieve at least 35% reduction of carbon emission in operation over Building Regulations (2013);
- reduce the embodied carbon emissions;
- achieve a BREEAM New Construction 2018 'Excellent' rate

Key sustainability principles:

1. Reduce carbon emissions
2. Reduce energy demand
3. Generate energy from renewable technologies
4. Reduce water potable consumption
5. Enhance Air indoor quality
6. Thermal comfort and good Daylight levels

Proposed BREEAM energy efficiency measures to deliver the target performance:

- Construction of highly insulated fabric and low air tightness
- Provision of efficient Air Source Heat Pumps (ASHP) systems
- Heat recovery on MVHR (ideally with summer bypass)
- Provision of lamps/luminaires with high efficacy and efficient lighting controls
- Provision of south-orientated PV panels on the South wing roof

The pre-assessment for the Elleray Hall Community Centre has been carried out based on the BREEAM 2018 New Construction Design Stage Criteria for Other – Assembly & Leisure Buildings - applicable to new build projects. Please note that the pre-assessment includes a summary of the requirements for each credit but the BREEAM Technical Manual should be referred to for full details.

Please see EHR BREEAM-MCB-XX-ZZ-RP-V-0002-S0-P0 1 for further information.

SCORING AND MANDATORY REQUIREMENTS

BREEAM requires the achievement of a minimum percentage score in order to achieve a particular rating. The new Community Centre for Elleray Hall is targeting Excellent for which a score of at least 70% is required. Based on input provided by the design team to date, the expected score is currently 72.00%, which would provide a buffer to minimise the risks of credits not being achievable as the project progresses.

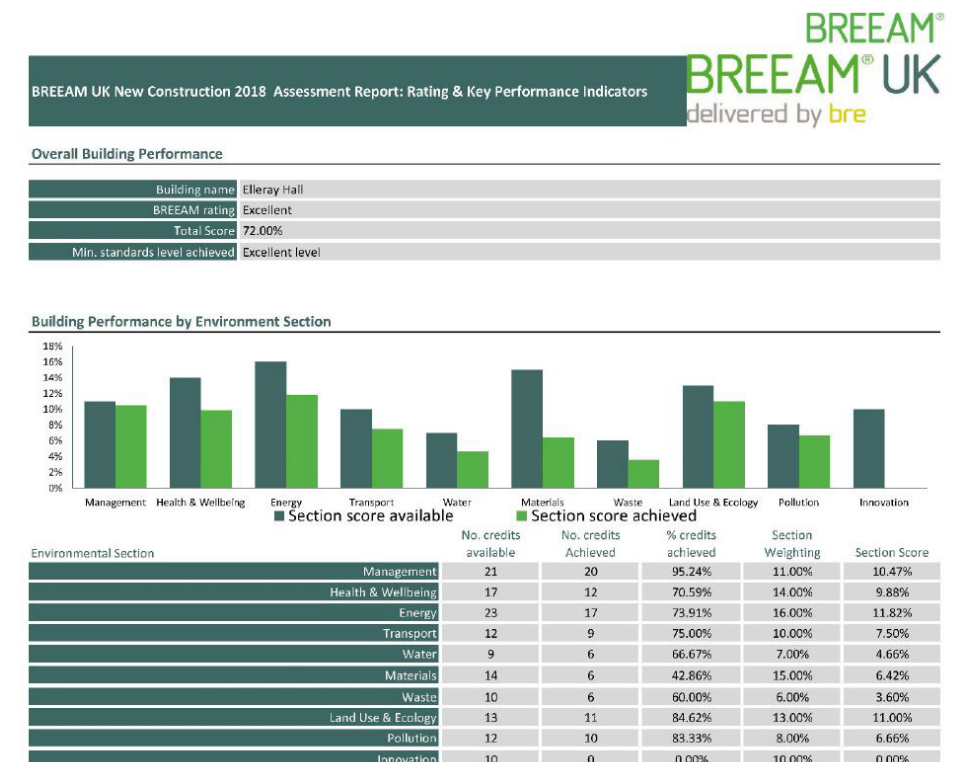
This diagram shows the different categories where credits need to be achieved, categories are all weighted differently.

The number of credits available for each environmental issue and the number targeted for this project are summarised in the graphs to the right.

In addition to the achievement of a minimum score, BREEAM also contains mandatory credits/requirements which must be achieved in order to obtain a particular rating. If these are not achieved, the required rating cannot be obtained regardless of the percentage score achieved. In BREEAM 2018, there are also 'pre-requisites' which do not carry a score, but must be achieved in order to award a credit and/or rating. A list of the mandatory credits is included in Section 5 of the submitted BREEAM report.

SUMMARY OF CREDITS

The expected score at the moment is 72.00% which provides a buffer of 2.00% over the minimum 70% required for Excellent. The graphs below show the number of credits available for each category and the number of credits targeted at the moment.



6.2 RESIDENTIAL DEVELOPMENT

The objective has always been to reprovide the Ellera community centre with a modern and sustainable building, with a distinctive Teddington character. The residential development will help deliver this new centre financially, whilst providing important affordable housing. Both designs aim to be sensitive to existing properties, whilst being positive introductions to the neighbourhood.

The residential building contains 12 x 1 bedroom apartments, 2 x 2 bedroom apartments, and 2 x wheelchair units on the ground floor. It responds to the site and surroundings in two different ways, with the front part having a long frontage but narrow depth, mirroring the depth of the neighbouring houses (BTMs) on either side. The rear section is then the curved mews. The first two units on the ground floor are the fully adapted wheelchair apartments, with their own front doors off Middle Lane. The right hand unit has its own allocated parking space adjacent to it. The left hand unit will have the possibility of an allocated on-street parking space, if required.

Between the wheelchair apartments is a staircase leading up to the first floor, two bedroom flats. Overall, this front building will have low hipped-end roofs, again following the character of the houses on either side. The pedestrian access winds through a landscaped front garden with screening trees, and links to three entrance doors serving four flats each. This path continues further into the site, leading to a landscaped communal garden. The ground floor units all have private gardens, mainly to the right hand side, whilst the upper floor units have access to the communal garden.

The rear mews will have a flat green roof of native wild flowers, not only reducing its visual prominence to the neighbours but following sustainability requirements. This rear wing will also be lowered in the site, bringing the height down even further.



6.2.1 TYPOLOGY

The new residential development picks up cues from the local Teddington palette of materials and characteristics of scale, mass and form specifically from the Buildings of Townscape Merit along Middle Lane, and the residential character of Ellera Road. As such, there are key aesthetics that can be seen in local examples which have been employed, some of which include:

- Shallow pitched roofs and hips, with natural slate tiling.
- Elegant eaves overhangs.
- Main brick facades, with weathered and darkened London stock buff/yellow bricks.
- Red 'rubber' horizontal brick banding details.
- Ground floor bay and oriel window features.
- Mixture of double fronted properties or asymmetrical entrances.
- Strong flank gables.
- Wrought iron gates and brick piers to front gardens.
- Hedge front boundaries, with low walls and fences.
- Terraces along fairly narrow streets, or small scale semi-detached villa houses.

The following images are a selection of nearby properties showing some of these characteristics, and the local street grain.



6.2.2 MASSING MODELS



RESIDENTIAL 3D AERIAL VIEW



RESIDENTIAL 3D ELLERAY ROAD



MEWS ENTRANCE