

Design Response

This Design Response sets out how the Council and Design Team will respond to the engagement carried out regarding the design of the community centre and housing scheme.

The response will therefore not in any way change or consider the decisions taken previously regarding the location of the scheme and proceeding with the development proposals.

Community centre:

What have we heard?

Of the 207 respondents, 81% identified themselves as local residents and nearly a third (32%) identified as a user, carer of a user or member of staff of Elleray Hall. Nearly a fifth (18%) were residents of a core group of roads neighbouring Elleray Hall (Elleray Road, Middle Lane, North Lane and Park Lane).

Seven in ten respondents (70%) agreed that the new community centre design will allow for a greater range of uses and users of the centre. This rises to 90% among the users, carers and staff group.

Respondents were asked to identify the individual elements of the design they liked and disliked. Overall, the most popular aspects of the new design were accessibility and inside uses, with 76% liking each of these elements. The aspect the highest number of people disliked was parking, 41% dislike this element of the design and 34% like it.

Of the 207 respondents, 37 live within the core group of roads neighbouring Elleray Hall (Elleray Road, Middle Lane, North Lane and Park Lane). Residents of the core roads commented less favourably on several elements of the design, however the liked aspects were ordered similarly, with the highest rated being inside uses (42% like) and accessibility (39% like). Similarly, parking was the least popular aspect, with 81% disliking it. Furthermore, respondents from the core roads disliked the external appearance (56%), garden and outside area (46%) and entrance and reception area (31%). Comments supporting this included concern about the height and density of the proposals.

How can the design respond?

Parking for residents and businesses.

Studies have shown that even during peak periods there is capacity (86 total parking spaces) in the North Lane (West) car park that can accommodate the displaced parking. The introduction of the controlled parking zone (CPZ) in the Teddington area will further mitigate parking pressure for residents by discouraging commuters parking in the area.

The new community centre will have 3 standard parking bays, 2 disabled spaces, and a minibus bay.

Community centre accessibility (narrow pavement, parking spaces at the centre or space for the minibus to manoeuvre).

The footpath along the east side of North Lane is between 1.65m to 2.0m wide approximately, with bollards presenting pinch points. The west side is mainly over 2.0m, and Middle Lane is 2.25m at its narrowest point. A wheelchair path minimum width is 1.2m, so the pedestrian routes are reasonable, though 2.0m would be preferable.

It is essential that the design caters for the needs of the current and future users of this Centre. The parking court proposed at the new community centre is designed to be as small as possible whilst allowing suitable manoeuvring space, as assessed by Transport Consultants. This has been done to provide as much landscaping to the frontage off North Lane and the adjacent Middle Lane. For those able to use public transport the site is well located in a town centre, close to bus routes and the train station. The site is also directly adjacent to the North Lane West car park.

Privacy for neighbouring properties.

The only first floor windows to the north and south of the community centre are roof 'sky' lights. Responding to feedback from residents and the engagement report, the roof lights are angled with the pitch and are to set at circa 1700mm off the floor. This restricts direct overlooking to neighbours, maintaining privacy.

Disliked external design.

Whilst 61% of respondents liked the external appearance, respondents within the core neighbouring roads were less favourable. The appearance is of a brick gabled building, using local dark stock bricks with red brick detailing. Strong recessed glazed elements respond to the internal spaces. The overall character is of a modern public building, whilst being in-keeping with the materials of Teddington.

Residential development:

What have we heard?

204 respondents told us what they liked and disliked about the proposed design of the new housing scheme. The most popular aspect of the new housing scheme was provision of affordable homes (62% like this), followed by accessibility, garden and outside areas and the external appearance. The most disliked aspect was number of units (46% dislike this) The car-free development was almost equally liked and disliked by respondents (41% like and 42% dislike this aspect).

Residents in the core neighbouring roads have also raised considerations with the Council concerning parking capacity, security and privacy, height and density of the proposal.

How can the design respond?

Density and number of dwellings.

The 100% affordable scheme proposes 16 units to be split between 80% affordable rent (13 units) and 20% intermediate (3 units). The mix is 12 x 1 bed/2 person flats, 2 x 2 bed/3 person flats and 2 x 1 bed/2 person wheelchair flats. This approach is to maximise the development potential of the site, in line with the London Plan, and to provide funding for the re-provision for the new community centre via the sale of the land to a Registered Provider to develop the affordable housing scheme.

The development density in relation to scale of the proposal is a key planning matter and will be subject to scrutiny by the Planning Department.

Car free development.

All new residents will not be able to have parking permits, whilst the two proposed wheelchair apartments have access to one disabled parking space on the residential site, and an additional space located at the new community centre site.

An additional car club bay is being proposed at the North Lane (West) car park, for the use of the whole community.

Privacy for neighbouring properties.

The design of the building aims to be sympathetic to the neighbours, being predominantly along the centre line of the site. Most windows are in angled bays, maintaining over 20m away from neighbouring windows. A number of key first floor windows, one facing No 26 Elleray Road and one at the end of the curved building, are to be obscured.

Following the feedback from residents, some windows to the rear mews have been further adjusted, especially away from No 45 and No 45A North Lane.

Security for neighbouring properties (does it meet Secured by Design Standards)?

The development has been reviewed by Design Out Crime Officers and recommendations implemented. They will review the proposals again as part of the Secured By Design planning consultation process.

The secure pedestrian access from Middle Lane will have a railing gate allowing views through to the landscaped approach to the mews. There are living/dining/kitchen windows on the ground floor flank of the building, to Flat 2, affording overlooking to the initial entrance to the pedestrian path.

Housing scheme is not in keeping with the BTM buildings.

The front block was designed to be in keeping with the row of BTMs, following similar scale and materials. A dark London stock brick with red stock brick banding, are proposed, together with shallow pitched natural slate roofs.