

Farnborough Leisure & Culture Hub

Initial Layout

07/06/23 - First Issue



Project Number: 18039
Produced by: ACu
Checked by: SDu

The Masterplan

Site locations

- (A) 'Mobility hub'
- (B) Leisure & Culture



Mobility Hub

Potential Aims



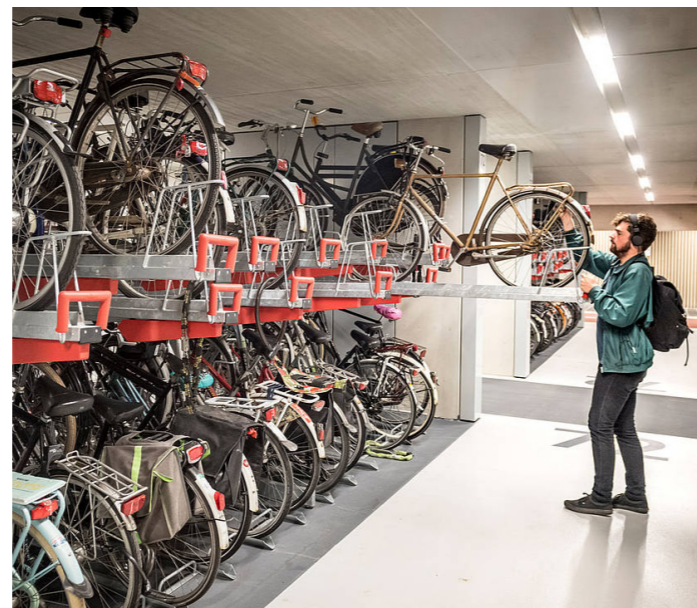
Serve as the hub for a local car club that promotes the use of car sharing and daily rentals.



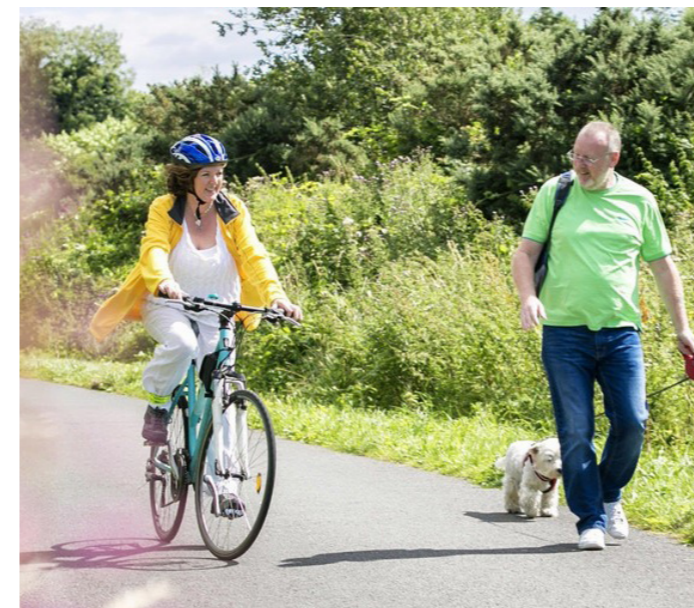
Utilise cutting-edge technology to assist consumers in planning their transportation needs through booking of car club vehicles and spaces



Charging outlets for electric vehicles



Provide both bicycle storage and amenities for cycling in order to promote cycling as a key means of transportation and provide for the needs of nearby businesses and inhabitants.



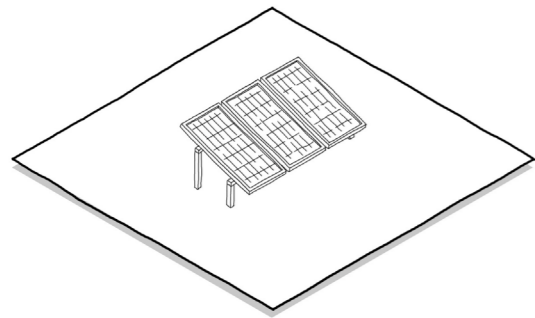
Contribute to enhanced walking and cycling routes throughout the scheme



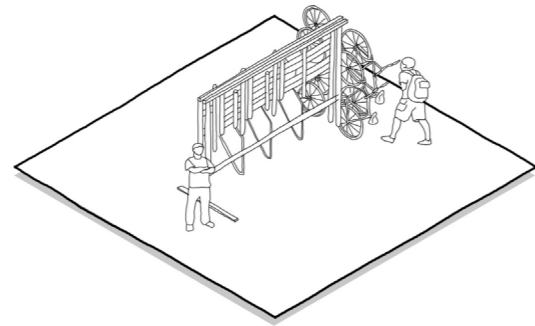
Facilities such as a bike café and workshop next to the amenities for the cycle hub to stimulate the ground-floor appearance.

Mobility Hub

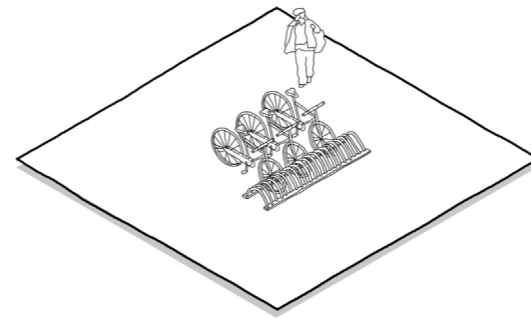
Elements to include?



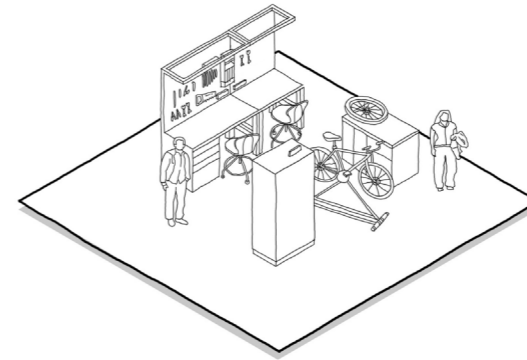
SOLAR PANELS



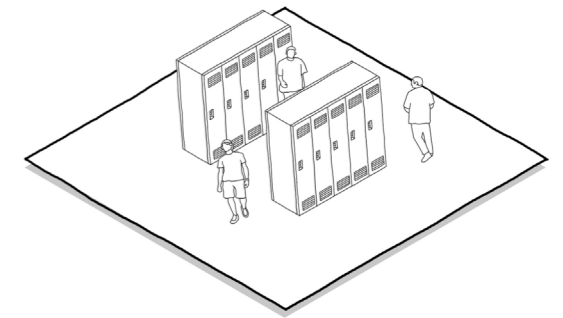
BICYCLE STORAGE



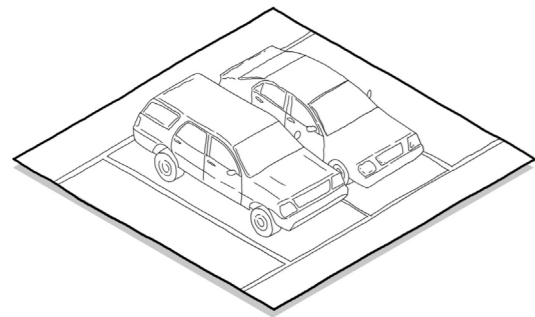
BICYCLE SHARING



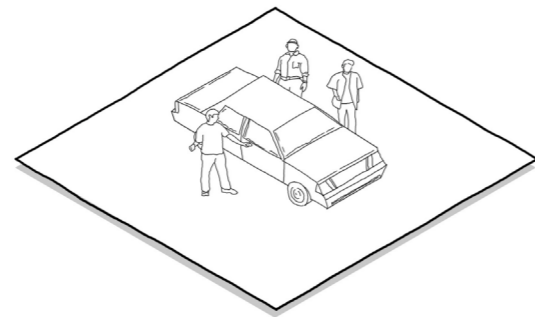
BICYCLE REPAIRS



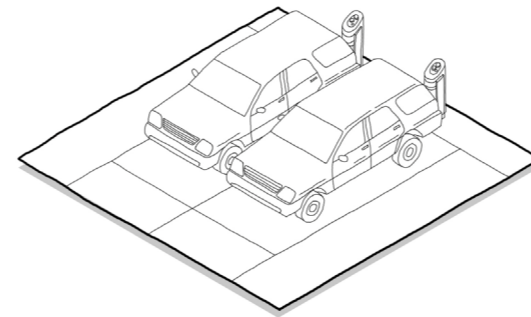
LOCKER & DRYING ROOM



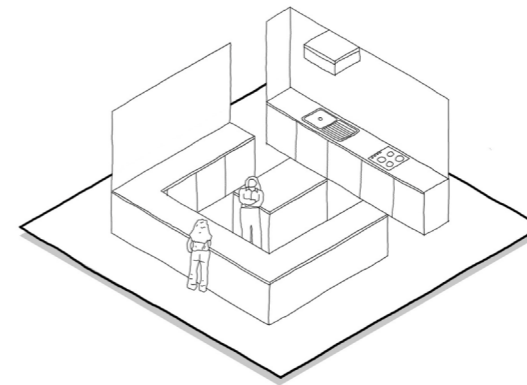
CAR PARKING



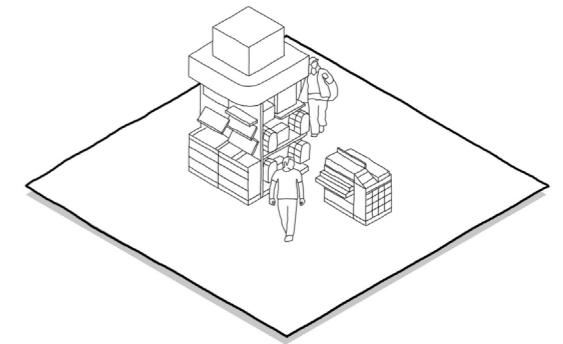
CAR SHARING



ELECTRIC VEHICLE CHARGING




COFFEE KIOSK



COMMERCIAL (RETAIL)

The Masterplan


Key Requirements



5. Mobility Hubs
The Civic Quarter will breath new life into Queensmead by creating strong pedestrian connections and delivering two new mobility hubs. The masterplan links the mobility hubs and the network of public open spaces together through the public realm and integrated transport strategies. New and improved bus stops and other supporting sustainable travel initiatives facilitate movement both to the Civic Quarter and within the wider town centre.



Innovative Mobility Hubs
Two strategically located, purpose built transport interchanges are proposed. Renewable energy sources will provide a reliable supply for private and commercial Electric Vehicles ranging from private cars to e-scooters for hire alongside a cycle hire scheme.



■ Non-Residential Ground Floor Uses
■ Mobility Hub Ground Floor Uses

The Masterplan

Key Requirements

Drop off zone provided. Coach drop off and access distances to be tested as Leisure & Culture hub design is developed.

Bays allow at contemporary standard of 2.5x5m. Hampshire standards required for review.

Floor to floor set a 3.2m which would allow for future conversion (ceiling heights approx. 2.4m allowing nominal 500mm structural zone plus 300mm servicing zone).

The following proposal encroaches approx. 1.2m into the 15m non-development zone.

Tree survey to be reviewed.

5% of the total is 17.5. 18 accessible spaces have been allowed for.

Included To be developed Not met

Development Zone C

Mandatory development zone elements:

- Provide a mobility hub with active ground floor frontages on the southern and eastern facades.
- Reduce vehicle movement into the scheme by being accessed close to Westmead
- Prioritise mobility related uses through groundfloor commercial spaces
- Reduce blank facades to public realm
- Provide suitable quantum of EV charging points



Mandatory Development Requirements*

Land use:

- Ground floors must:
 - Prioritise active commercial uses along the eastern and southern edges with appropriate spill-out space to the public realm
 - Minimise blank facades and exposed parking facing the public realm
 - Building cores and entrances should activate side streets and be easily legible
- Typical upper floors must:
 - Be designed predominantly for mobility use
 - Be designed to Hampshire County Council standards in regards to size of parking zones
 - Explore opportunities for facade treatments of architectural merit or biodiversity enhancement such as greenwalls
 - Explore floor to ceiling heights and structural column spacing that would allow future adaptation for other uses

Building envelope and key edges:

- Vertical limits must:
 - Retain a 15m development free zone from the site boundary on the northern edge
 - Retain a 35.2m development free zone from existing development to the north

Height and vertical limits:

- Max height
 - 6 storeys

Access and circulation:

- Vehicular access and parking must:
 - Utilise a multi-level parking solution wrapped with commercial units on the ground floor
 - Podium parking spaces must be a minimum of 5mx2.5m bays with 5% disabled access

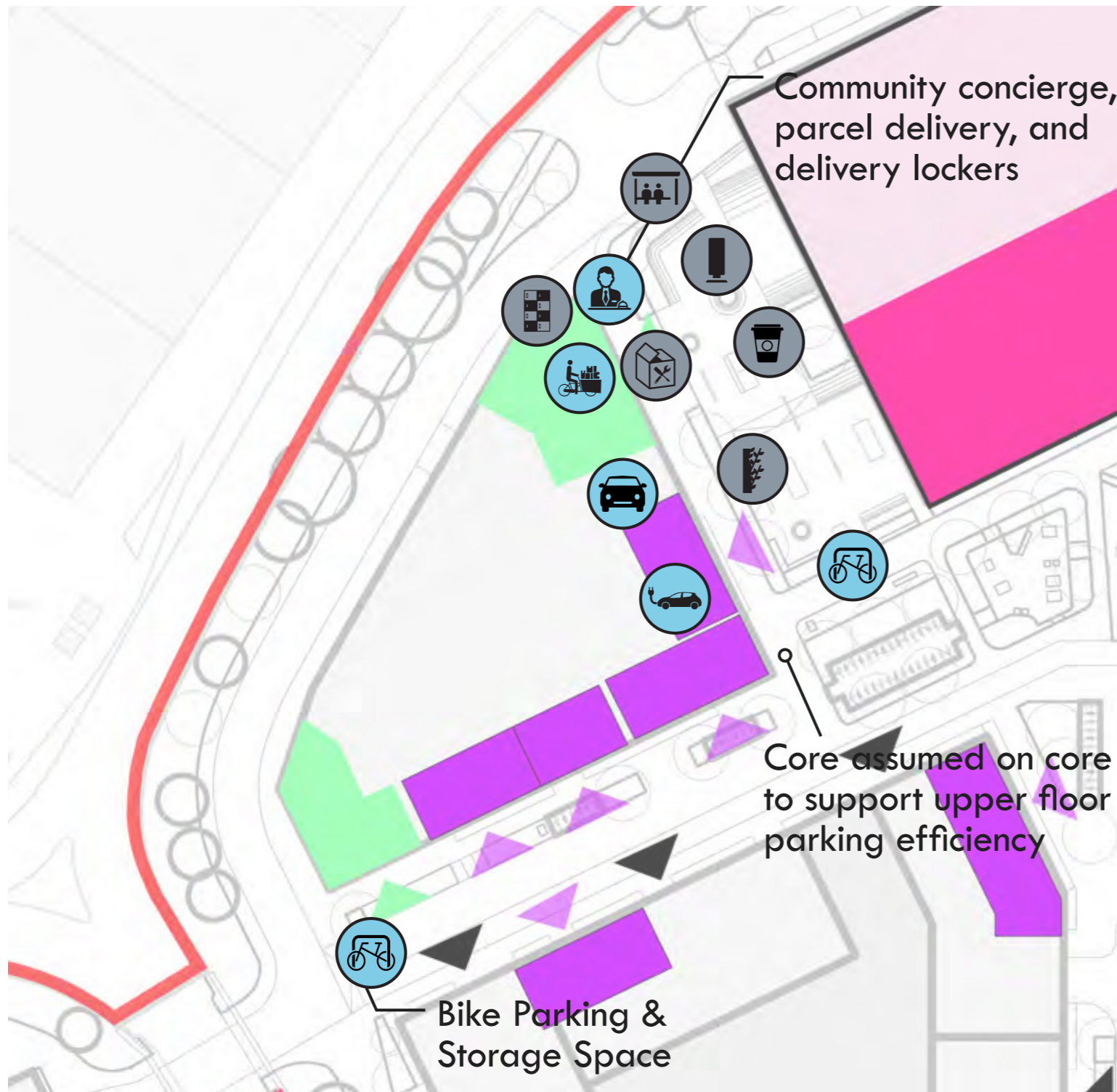
- parking
 - Prioritise access and servicing from Westmead to the north
 - Accommodate necessary circulation and ramps within the plot, avoiding external structures
 - Allow for leisure centre drop offs and taxi ranks to the north east
- Pedestrian movement must:
 - Be prioritised over vehicular movement and enhance the main thoroughfares on the eastern and southern edges
- Cycle movement must:
 - Be integrated with surrounding phases and accommodate the cycle infrastructure proposed within the wider masterplan
 - Avoid significant conflicts of movement between cyclists, cars and pedestrians
- Waste and servicing must:
 - Size of bin stores must be compliant with the relevant planning policy at time of RMA submission

Landscape and public realm:







- Public realm must:
 - Facilitate movement between the skate park and the Central Park
 - Work to positively interact with the re-provision of the skatepark and where appropriate deliver a multi-functional landscape with street furniture, cycle parking, and other facilities to support the skatepark.
 - Accommodate wayfinding and mobility / live transport display boards
- Tree retention must:
 - Prioritise the retention of category B trees
 - Deliver an appropriate quantum of new tree planting as early as possible in the construction process

The Masterplan

LDA Indicative Layout



Mobility Components

-  Car club spaces
-  Community concierge
-  Bicycle parking
-  EV charging
-  Bike repairs
-  Last mile delivery

Non-Mobility Components

-  Storage
-  Greenwall
-  Solar/PV
-  Parcel lockers
-  Fitness area
-  Wifi/phone charging
-  Waiting areas
-  Coffee kiosk
-  Play area
-  Digital pillars

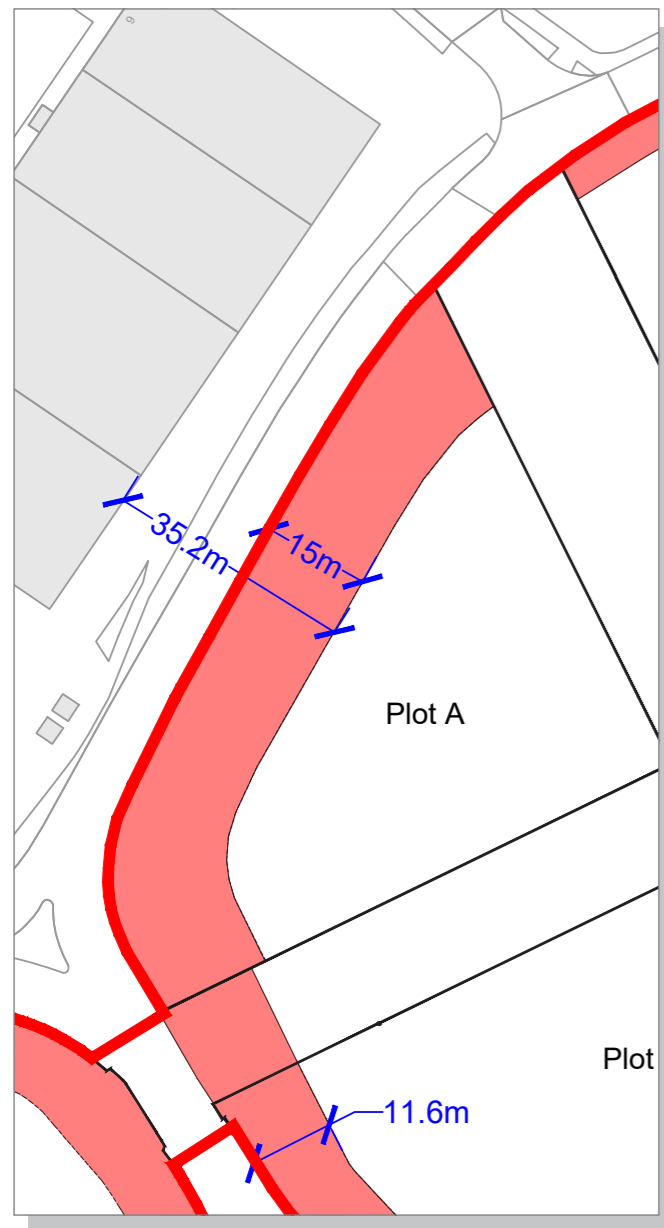
Plot A - Mobility Hub Illustrative Arrangement

The Masterplan

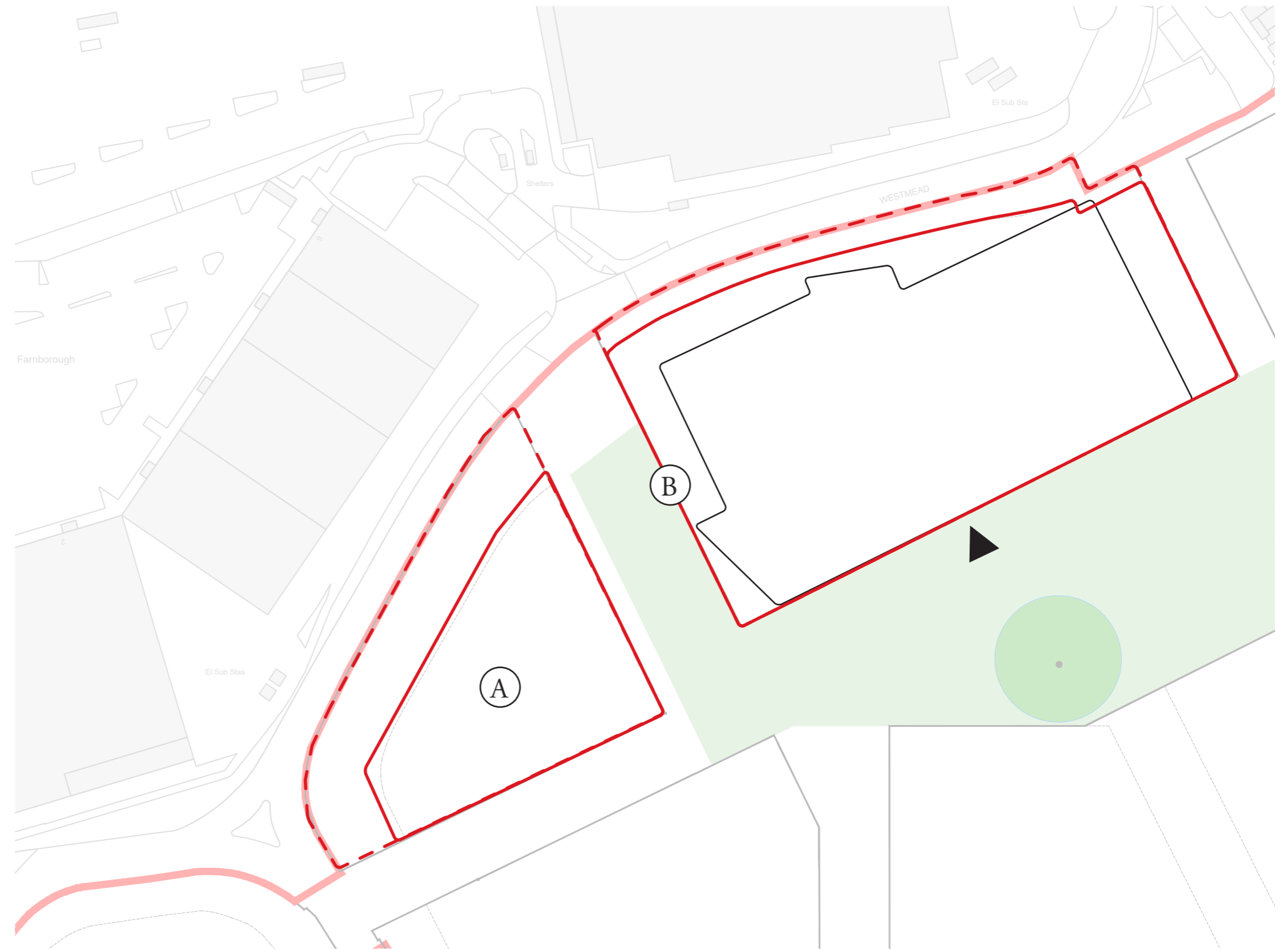
Plot Limits

Plot limits

- - - Total Plot
- Limits of building within plot

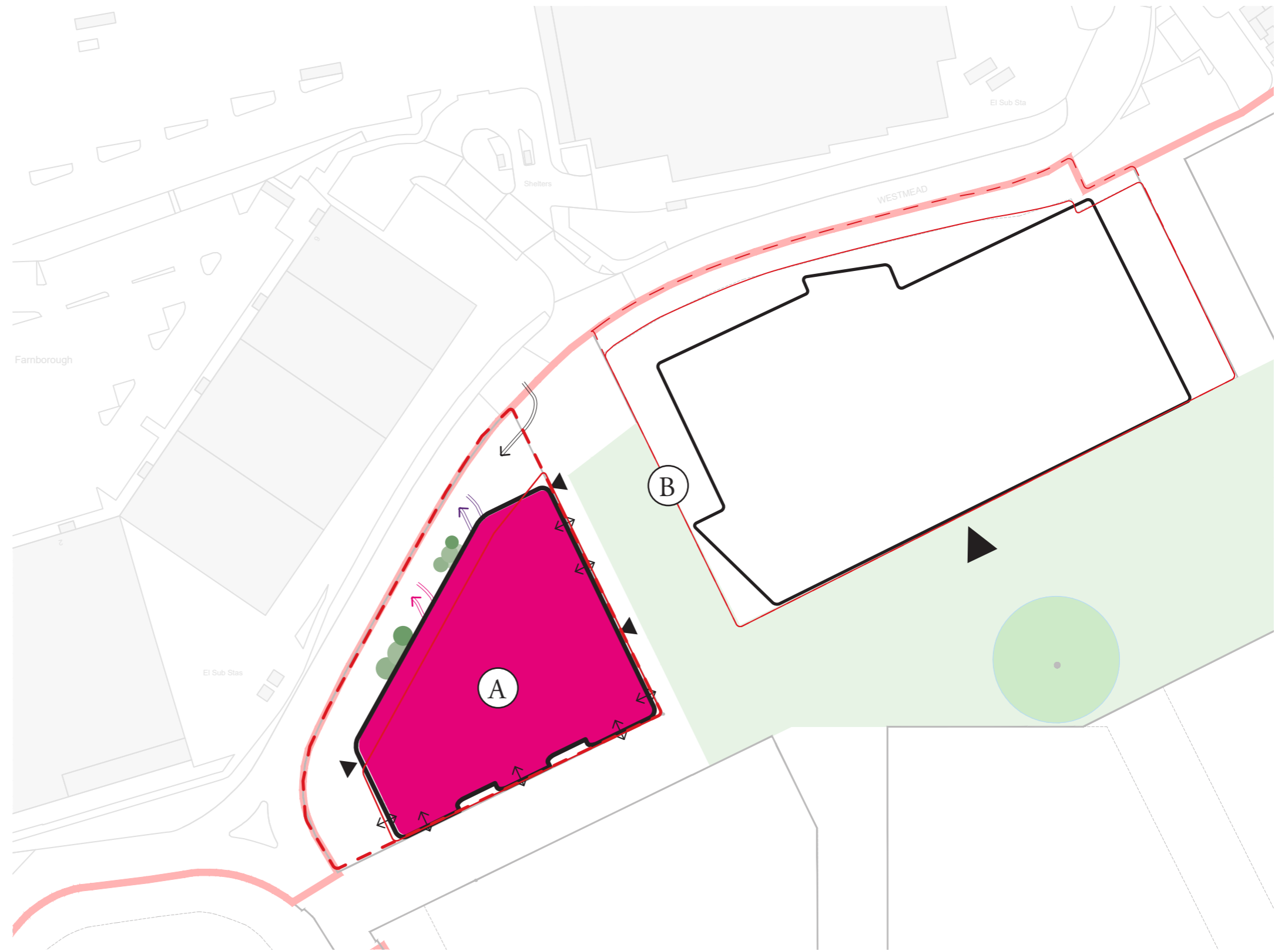


Extract from LDA masterplan



Mobility Hub

Indicative Footprint



Mobility Hub

Test Fit - Ground Floor

350 car parking spaces and associated facilities over 6 storeys

- Car parking (including 18 accessible spaces and EV charging)
- Cores & servicing
- Car sharing
- Secure bike park & workshop
- Retail/mobility units
- Drop-off zone
- Pedestrian entrances to MSCP
- Retail/mobility use entrances
- Main car entrance
- Car share vehicular entrance
- Main MSCP car routes
- Vehicular access from main road







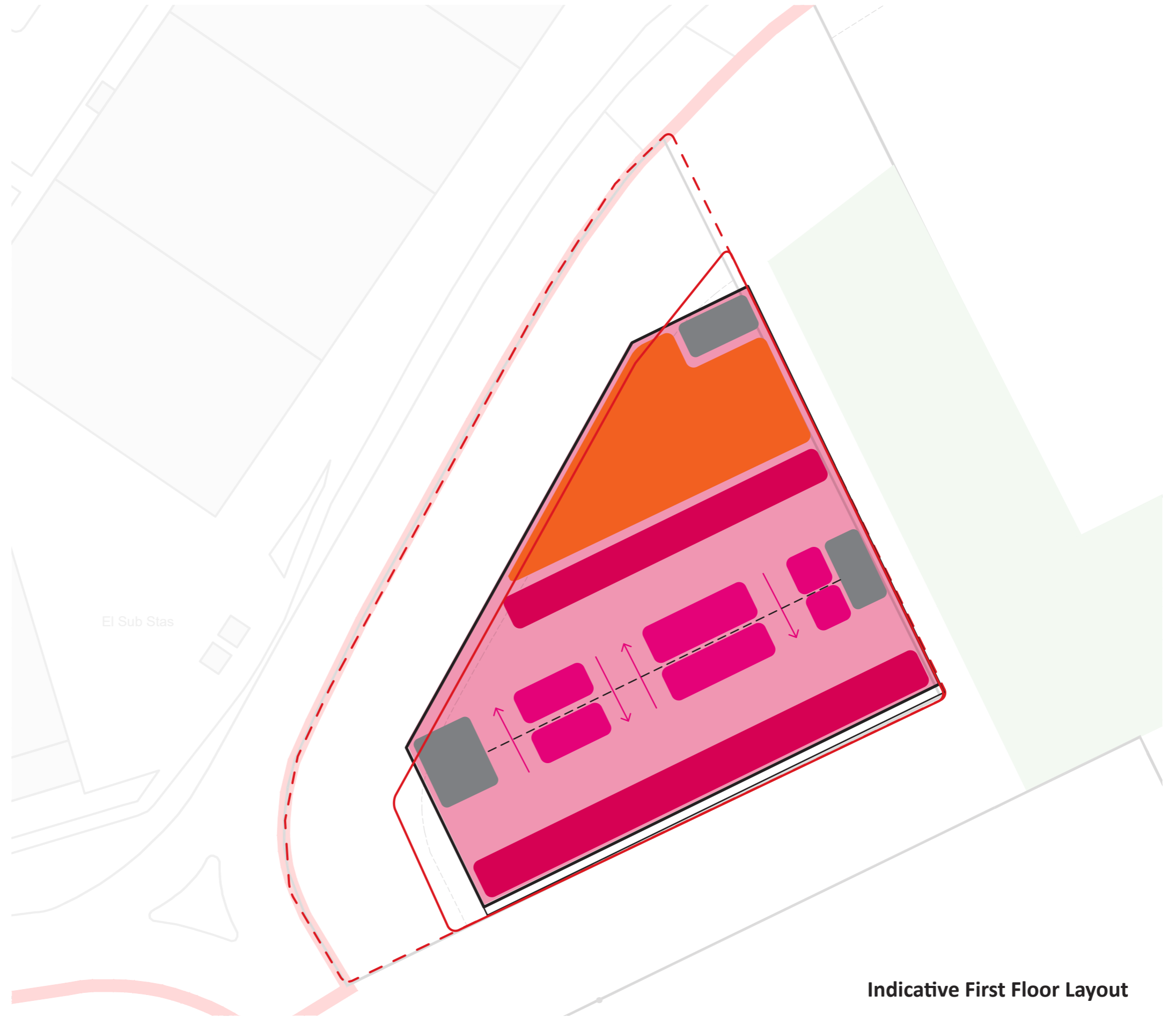
Indicative Ground Floor Layout

Mobility Hub

Test Fit - First Floor

350 car parking spaces and associated facilities over 6 storeys

-  Car parking (including 15 accessible spaces and EV charging)
-  Cores & servicing
-  Retail/mobility units
-  Main MSCP car routes







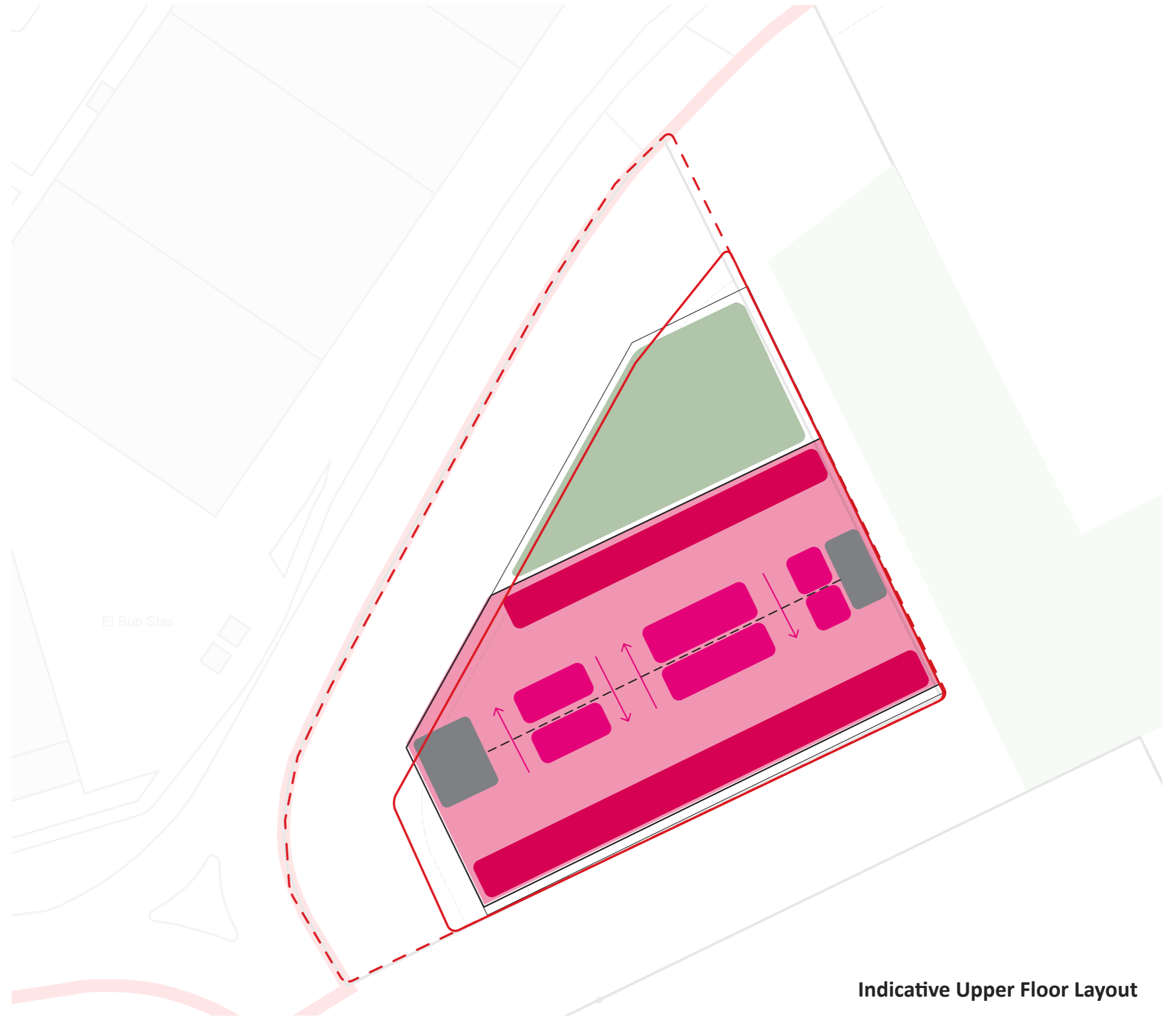
Indicative First Floor Layout

Mobility Hub

Test Fit - Upper Floor

350 car parking spaces and associated facilities over 6 storeys

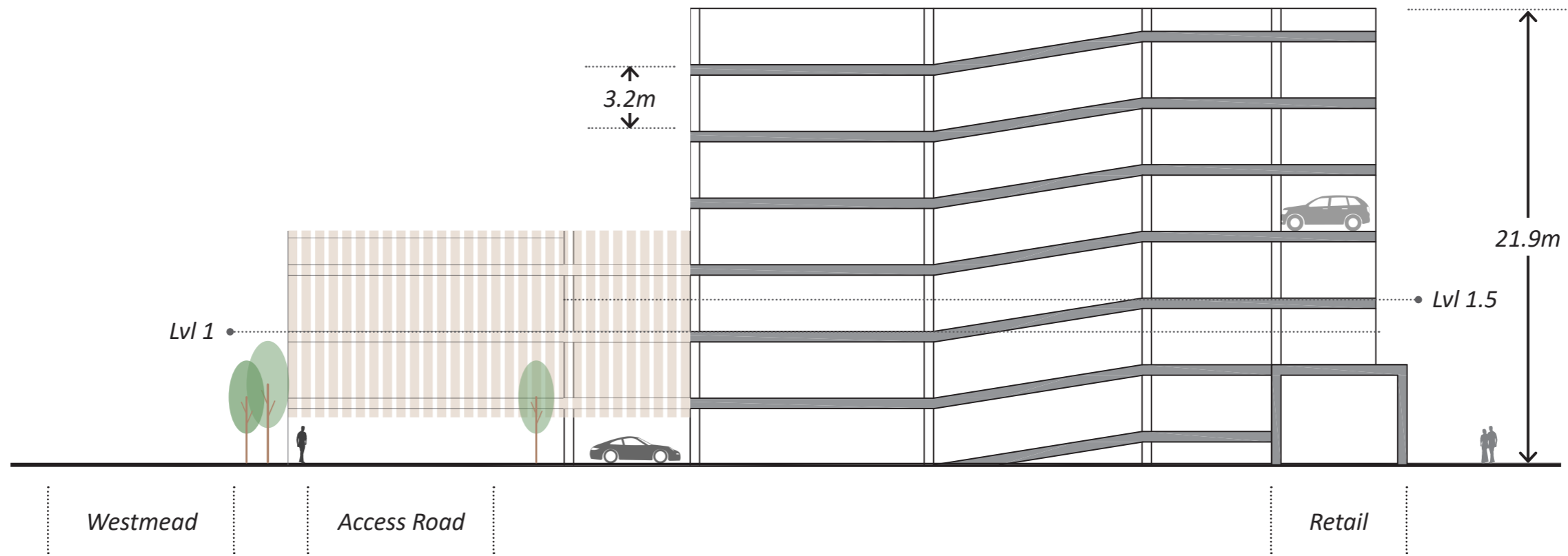
-  Car parking (including 15 accessible spaces and EV charging)
-  Cores & servicing
-  Green roof
-  Main MSCP car routes



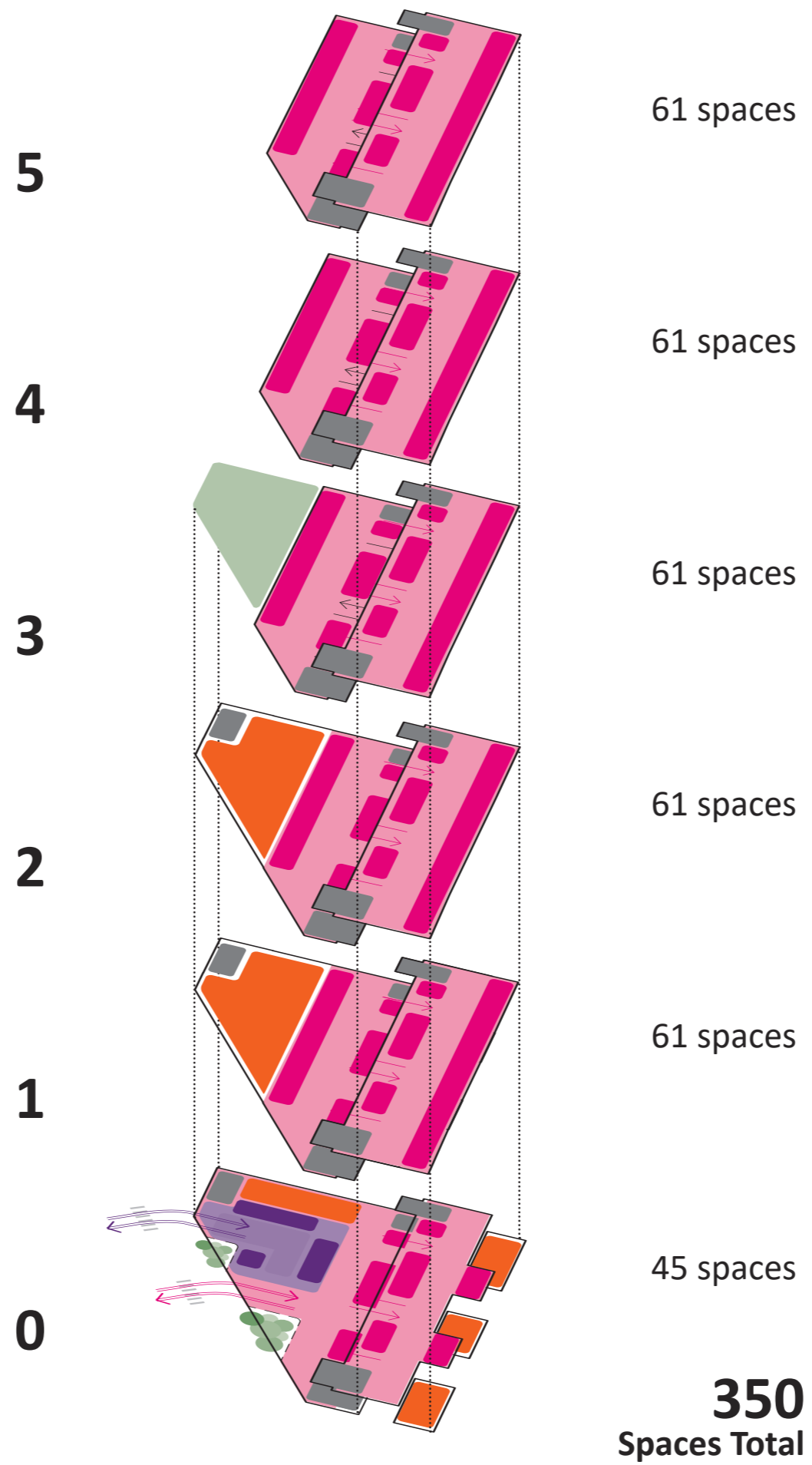
Indicative Upper Floor Layout

Mobility Hub

Indicative Section



Mobility Hub Spaces





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