



**Fig 2** Proposed Site Wide Plan

## Drop off Points

Some users will rely on community transport, taxis or minicabs. These vehicles may need access to areas where pedestrians will have priority. The route for vehicles in these situations will need to be clearly marked and separated from a pedestrian 'safe-zone'.

Suitably designed set-down points for taxis and community transport vehicles will be provided within 50 metres of entrances.

Block A drop off is approximately 15m from entrance. Block B drop off is approximately 16m from either entrance

Taxis will require/have raised kerb access for wheelchair users in kerb-free areas.

## Healthcare Centre Drop-Off

The Healthcare Centre drop off point is located on Pinner Road.

## Residential Drop-Off

Access to the Block A drop off points is accessed from Pinner road. it is located adjacent to the residential entrance path near the entrance gates. Access to the Block B drop off point is from Neals Close and will require access through the gate. See Figures 3, 4 and 5 for further information.

## Healthcare Centre Visitor Car Parking

Parking for 52 vehicles will be provided, including 5 accessible bays.

## Healthcare Centre Staff Car Parking

There are five staff car parking spaces near to Juniper Court, two of which will be designed as accessible parking bays.

## Residential Car Parking

Parking for 69 vehicles will be provided, including 7 accessible parking bays.

## Cycles and mobility scooters

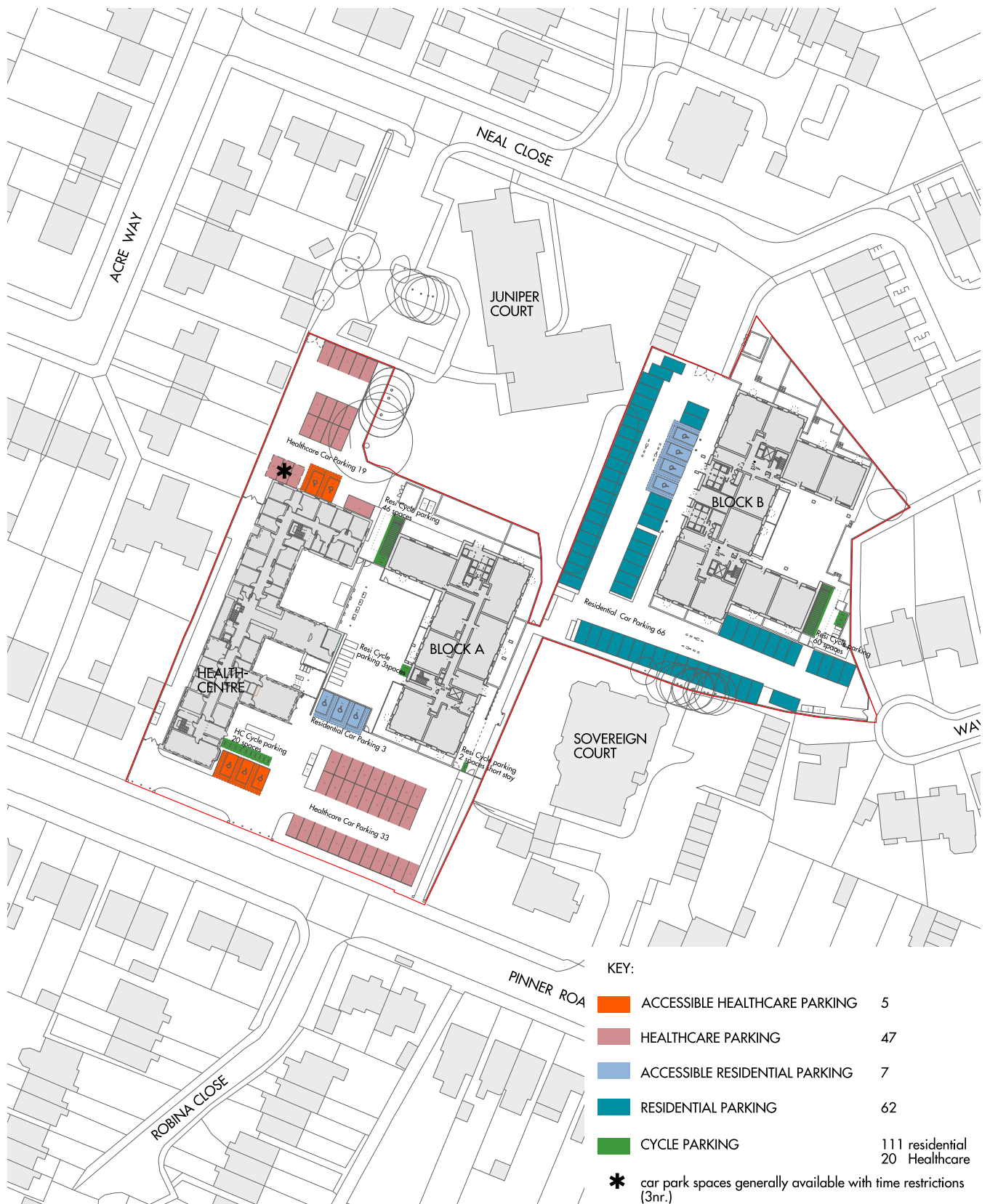
External cycle storage facilities are located throughout the scheme. Most have weather protection except for short stay spaces adjacent to the Block A entrance and stairs. Detailed design of cycle storage will be addressed as the design progresses.

At least 5% of cycle parking spaces will be easily accessible/larger to accommodate larger, adapted cycles or bicycles used by disabled cyclists in line with the London Cycling Design Standards and as required by the London Plan.

When mobility scooters are stored internally or in an enclosed space, ventilation will be taken into consideration.

## Healthcare Centre cycle and scooter storage

A total of 20 external cycle parking spaces will be provided for users of the Healthcare Centre. Ten will be Sheffield stands positioned 1.2m apart to accommodate larger, adapted cycles.



**Fig 3** Sited parking strategy

Two undercover Mobility scooter parking and charging points will be provided for users of the Healthcare Centre. Two undercover Mobility scooter parking and charging points will be provided for residents.

Doors to accessible entrances will have a 1000mm effective clear width, to accommodate electric mobility scooters, powered wheelchairs, double pushchairs, people with assistance dogs and heavy pedestrian traffic. For buildings used by the general public, the greater effective clear width is best achieved using power-assisted doors.

### **Residential cycle and scooter storage**

A total of 111 external cycle parking spaces will be provided for residents. Spaces will be provided throughout the scheme, with most located close to the communal residential courtyard. Six will be Sheffield stands positioned 1.2m apart to accommodate larger, adapted cycles.

DBA note that all residential communal spaces, entrances and cycle stores are to be accessed via a fob. For users with limited manual dexterity, electronic card-activated locks can be an advantage. This will require robust management strategy to ensure that cycle store parking is accessible to all users.

### **Cycle Shower and Changing Facilities**

No shower facilities will be provided as residents are expected to use the facilities in their dwellings.

## **Pedestrian Access**

Pedestrian access to both plots is via Pinner Road with separate entrance paths for Healthcare and residential use.

Access provisions in the public realm - General principles

Provisions to ensure the comfort of all pedestrians using the public realm will include:

- Clear visual links between the entrances to the site and key buildings,
- Predictable spaces, facilitating wayfinding for people who are blind or partially sighted;
- Safe pedestrian zone(s), without traffic and with step-free, level or gently-sloping circulation routes;
- Planting and landscape feature including seats and resting places every 50m. Any street furniture, paving and landscape features such as the proposed trees and public seating placed alongside circulation routes will not create barriers or hazards for people with impaired vision;
- Suitable tonal contrast between any structure that might protrude into the public area (such as columns) and the background against which it is seen.
- The changes in landscape finishes (from bitmac tarmac to pavers) within the routes to main entrances will be designed to be flush.

The pedestrian access routes for N&P are indicated in the adjacent plan.