

# **Haringey Civic Centre**

## **Security Statement**

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# 1 Introduction

## 1.1 Overview

The Haringey Civic Centre (HCC) consists of the original 1950s Town Hall and Civic building with some landscaping and car parks. This will be further enhanced with a new adjoining glazed feature that will house a food and beverage (F&B) facility and will connect the original building to a new office building. The development will comprise the following facilities:

- A. Offices
- B. Storage and infrastructure support facilities – Power, data, information
- C. Cycle storage for staff and visitors
- D. Separate staff car parking and short-term parking for visitors
- E. F&B tenant

A Security Needs Assessment (SNA) has been conducted to inform stakeholder decision-making and allow the identification and evaluation of the security recommendations to be incorporated to the site. The SNA report was provided in accordance with BREEM Hea 06 01 Safety and Security Requirements, and the recommendations were based upon:

- A. Secure by Design Principles for Commercial Developments
- B. Crime Prevention Through Environmental Design philosophies
- C. Direct consultation with the Metropolitan Police Service Designing Out Crime Officer (DOCO) and the Counter Terrorism Security Advisor (CTSA)
- D. The security consultants experience in the delivery of similar projects.

This security statement provides a high-level summary of the SNA and highlights the key headings and principles for the identification of the security risk treatments that will be carried out through the design.

## 1.2 Access and Movement

The site can be accessed from three surrounding roads:

- A. A105 High Road – Eastern side
- B. A109 Bounds Green Road – Southern side
- C. Trinity Road – Northern side

Various design features will help identify acceptable routes within the development and enhance the feeling of security. It has been recommended that a combination of controlled and secured boundary types, such as boundary treatment and security fencing respectively, are deployed around the perimeter of the development while taking into consideration elements such as landscaping and already existing boundary demarcations.

It is the design intention that the bulk of the development will be designated as pedestrian only, with the exception of authorised service / maintenance access routes. The primary pedestrian routes in the development are to be open, direct, and well illuminated and are to utilise different features to identify different types of paths and where possible, to benefit from good surveillance from neighbouring buildings.

Vehicle access will be limited to maintenance and service vehicles. It is anticipated that all incoming mail deliveries and outgoing collections will take place from a central location within or near to a designated front of house publicly facing area or system. Refuse collections from the development should, where possible, take place outside of the operational hours to minimise vehicular traffic.

A layered approach to security will be adopted for the development, creating a series of security zones as defined in table 1 below. This strategy will enable the development of security operations as well as the integration of the security technologies and infrastructure. These are outlined in each zone with clear delineation of areas and identification of permissible users.

**Table 1 - Security Zoning Matrix**

| Demarcation Name And Colour | Functionality / Description                                                                                                                                                                                                                                                                                                                                                                          | Areas                                                                                                                                                                                                                                                                                                                                                                                                                                              | Mitigation Measures                                                                                                                                                                                                                                                                                                               |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PUBLIC</b>               | <p><b><u>Public Access Zone</u></b></p> <p>Public areas which are always accessible to everyone, except for vehicles which are managed by the employment of vehicle management and vehicle security barrier systems</p>                                                                                                                                                                              | <p>A. Vehicle highways</p> <p>B. Pedestrian footpaths</p> <p>C. Cycle routes</p> <p>D. Public vehicle drop-off areas</p> <p>E. Public transportation systems</p>                                                                                                                                                                                                                                                                                   | <p>A. VSS</p> <p>B. Lighting</p> <p>C. Defensive landscaping</p> <p>D. Signage</p> <p>E. Horizontal deflection within highway structure</p> <p>F. Physical security barriers to delineate boundaries</p> <p>G. Operational procedures</p>                                                                                         |
| <b>SEMI-PUBLIC</b>          | <p><b><u>Reception Zone</u></b></p> <p>A. Typically demarcated (change of pavement / colour / finish) or separated (planting / wall / fence)</p> <p>B. Access is usually open to the public but in some circumstances, access is restricted outside normal operational hours</p> <p>C. Typically falls under the ownership of a third party e.g., plot owner and is not part of the public realm</p> | <p>A. Controlled vehicle parking into designated car park areas</p> <p>B. Bicycle Parking</p> <p>C. External public areas</p> <p>D. Public facing managed vertical transportation cores to other areas:</p> <p style="padding-left: 20px;">I. Lifts</p> <p style="padding-left: 20px;">II. Stair</p> <p>E. FoH interface areas:</p> <p style="padding-left: 20px;">I. Building receptions</p> <p style="padding-left: 20px;">II. Waiting areas</p> | <p>A. Plot boundaries</p> <p>B. Building boundary walls</p> <p>C. Vehicle access control measures</p> <p>D. EACS into building outer door and some doors to business areas</p> <p>E. VSS</p> <p>F. Lighting</p> <p>G. Signage</p> <p>H. Onsite Facilities Management (FM) and security staff</p> <p>I. Operational procedures</p> |
| <b>SEMI-PRIVATE</b>         | <p><b><u>Business Zone</u></b></p> <p>A. Predominantly for the use of a limited, authorised population</p> <p>B. Visitors may enter, but are either invited or screened prior to entry</p> <p>C. Usually employ electronic or procedural access control measures that limit free public access to a lobby or reception area</p>                                                                      | <p>A. Inner lift core to BoH, private secure areas</p> <p>B. Dedicated vehicle parking within the development</p> <p>C. Refuse waste and compactor areas</p> <p>D. Building ancillary accommodation:</p> <p style="padding-left: 20px;">I. Critical utilities</p> <p>E. Non sensitive storage and cleaning areas</p>                                                                                                                               | <p>A. VSS</p> <p>B. Lighting</p> <p>C. EACS</p> <p>D. IDS</p> <p>E. Physical barriers</p> <p>F. On site FM and security staff</p> <p>G. Operational procedures</p>                                                                                                                                                                |

| Demarcation Name And Colour | Functionality / Description                                                                                                                                                                                                                                                                                                                                                                                              | Areas                                                                                                                                                                                                                | Mitigation Measures                                                                                                                                |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PRIVATE</b>              | <u><b>Operational Zone</b></u><br>A. Limited to access by authorised individuals and their guests<br>B. In commercial environments, guests are normally escorted within private areas                                                                                                                                                                                                                                    | A. Offices<br>B. Storage areas<br>C. BoH delivery areas<br>D. BoH spaces and circulation<br>E. Cash handling and transit areas                                                                                       | A. VSS<br>B. Lighting<br>C. EACS<br>D. IDS<br>E. Airlocks<br>F. Physical barriers<br>G. On site FM and security staff<br>H. Operational procedures |
| <b>RESTRICTED</b>           | <u><b>Security Restricted Zones</b></u><br>A. Private areas that contain critical, essential, or sensitive assets or are areas reserved for very exclusive groups (VIP)<br>B. Access is usually limited to a very small group of people within an organisation<br>C. Access control measures to these areas may include biometrics and access tokens<br>D. Guests are allowed entry but are always screened and escorted | A. Essential life-safety building infrastructure facilities:<br>I. MEP<br>II. ICT<br>III. Risers<br>IV. Water storage:<br>a. Potable<br>b. Fire hydrant system<br>B. Security control suite<br>C. Cash storage areas | A. VSS<br>B. Lighting<br>C. EACS<br>D. IDS<br>E. Airlocks<br>F. Physical barriers<br>G. On site FM and security staff<br>H. Operational procedures |

All security applications must be compliant with the Equality Act 2010, ensuring accessibility for all individuals has been considered, with regards to positioning, height, and colour of security devices.

### 1.3 Surveillance

Visual permeability will help to maximise the visibility of the immediate surroundings to each functional area. This can be achieved through the creation of unimpeded views across open spaces and pedestrian routes throughout the development, and across all reception or semi-public areas.

The enhancement of natural observation combined with the use of Video Surveillance Systems (VSS), will help increase the level of deterrence against crime. Furthermore, the users of the development will benefit from the likelihood of immediate assistance being provided if a criminal activity were to occur.

The design of VSS systems will also be in coordination with lighting design that is uniform and appropriate to the performance requirements.

### 1.4 Ownership

The development is to have spaces that create a sense of ownership and community.

Signage plays an important role for the security and demarcation of different zones, assists in the limiting of access to restricted areas and indicates intended activity of different areas. Signage is to be provided for vehicular access, pedestrian access, usage of cameras and entrance points for the public. Signage should be clear and prominent in all lighting conditions.

## 1.5 Physical Protection

The physical protection methodologies identified within the Security Needs Assessment aligned with the overall objectives of crime prevention and ensuring a safe and accessible environment. Design of physical protection will be proportionate to the identified security risks. The measures identified include:

- A. Landscaping design that is coordinated with security design to ensure the principles of SBD are not compromised.
- B. Robust, vandal and graffiti resistant external street furniture that is fixed to the ground and cannot be used to support criminal activity
- C. Implementation of active and static HVM measures to mitigate identified threats from vehicle borne attacks
- D. Inclusion of structurally robust doors and windows that will delay and deter attackers and emergency escape doors with suitable ironmongery
- E. Security rated glazing installed in accessible areas such as ground floor
- F. Openings such as louvres and intakes designed in such a way as to prevent easy access and include intruder detection devices.

## 1.6 Management and Maintenance

Managed areas are less likely to attract criminal activities. Planned maintenance cycles including preventable maintenance should be established. Informative signage showing contact details for reporting damage and the need for repair should be placed in prominent locations.

Levels of maintenance can be reduced by making physical features as vandal-proof as possible, using protective coatings, selecting materials to withstand wear, installation of good levels of lighting and use of paints which are graffiti proof.

## 1.7 Electronic Security Systems

The electronic security systems that will be implemented are to be based on integrated security design that would maximise the potential of networked systems and other advances in technology. The systems should also be able to record and store data which can be used for evidential purposes.

The deployment of VSS will provide partial deterrence and early detection of attempted, or actual intrusions, as well as an aid to recognising and preventing anti-social behaviour and criminal activities (including terrorism). The system will be compliant with the Data Commissioners VSS Requirements. The type of cameras required will inevitably be determined by the area to be covered and the activity to be monitored.

Electronic access control should be provided at the external entrances to all buildings and any internal doors providing access to or from other zoned areas. This will aid in the control and management of access to specific business units, and the protection during out-of-hours.

A suitably designed and monitored intruder detection system (IDS) will be installed in spaces where there is a threat of unauthorised access. An IDS is designed to detect unauthorised entry or attempted entry into a building or

compartmental space, identify the location and signal an alarm back to the security control suite. They provide continuous surveillance over protected spaces and may extend coverage into spaces not usually accessible, such as a plant space, roof spaces or in locked compartmental spaces.

## 1.8 Dynamic Lockdown

Dynamic lockdown design will be implemented for the building through applied physical security measures, electronic technologies, and operating procedures in response to an external or internal threat unfolding. Principles that are applied in the incorporation of dynamic lockdown include:

- A. Identifying all access and egress points within the development, how they are physically secured and how quickly each can be secured
- B. Identifying zones that can be locked down to deny egress
- C. Identifying staff roles and responsibilities, and communicate these through the policies and procedures
- D. Developing and delivering training for all staff, to enable them to understand their roles and responsibilities
- E. Ensuring the procedures can support an evacuation as well as an invacuation
- F. Ensuring that these dynamic lockdown procedures are developed and practised with the emergency services
- G. Ensuring that systems are installed to enable the communication of the danger to all occupants of the building including staff and visitors.

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