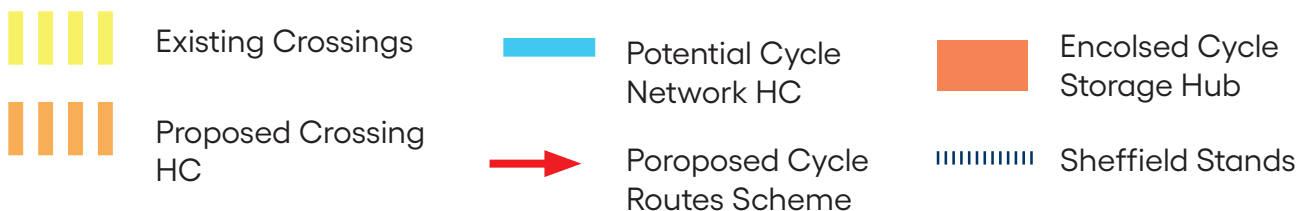
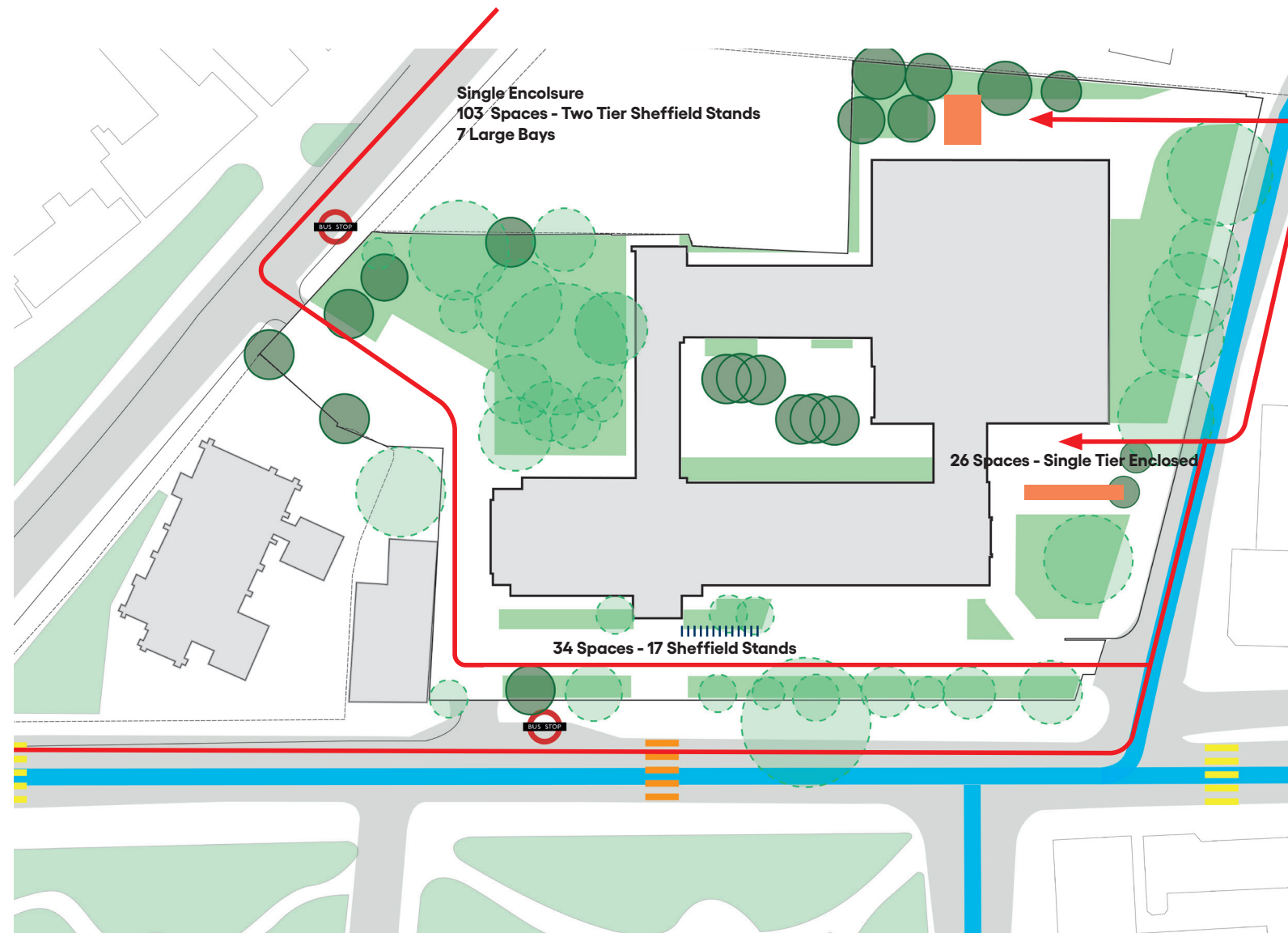


8.2.9 Landscape Proposal

Cycle Parking Provision



The site is considered to be on the border of Transport for London's Public Accessibility Rating (PTAL) 5-6 and PTAL 3-4 indicating that the site is good to moderately accessible through the use of public transport, due to the relatively close proximity of Wood Green Tube station and regular bus routes.

The London Plan is committed to all parts of the Capital achieving Carbon Net-Zero and a key part of this is to reduce use of private vehicles. This has directed the Council to a significant reduction of its onsite parking facilities. In lieu of the car bays there is a need to greatly increase the quantum and quality of alternative modes of transport, including cycle parking provision.

Local cycle connectivity is poor, the site is not served by a designated cycle route, neither the High Road, Bounds Green Road or Trinity Road benefit from dedicated cycle lanes. However, that position is likely to change, it is understood that cycle routes will be delivered in the coming years by the Council. The Civic Office site needs to connect into and feed the emerging network.

The proposal overcomes the BREEAM standards of 90 cycle stands which are both secured and covered. The proposal further meets the London Plan requirements by meeting its requirement of 86 standard cycle parking spaces and 4 oversized

26 covered spaces are available in the Trinity Building's entrance and a further 110 covered stands in the service yard. An additional 34 uncovered visitors stations are provided at the front of the Civic Offices.

Both compounds will be served via Trinity Road, where it is understood there will be a cycle lane which extends out to White Hart Lane.

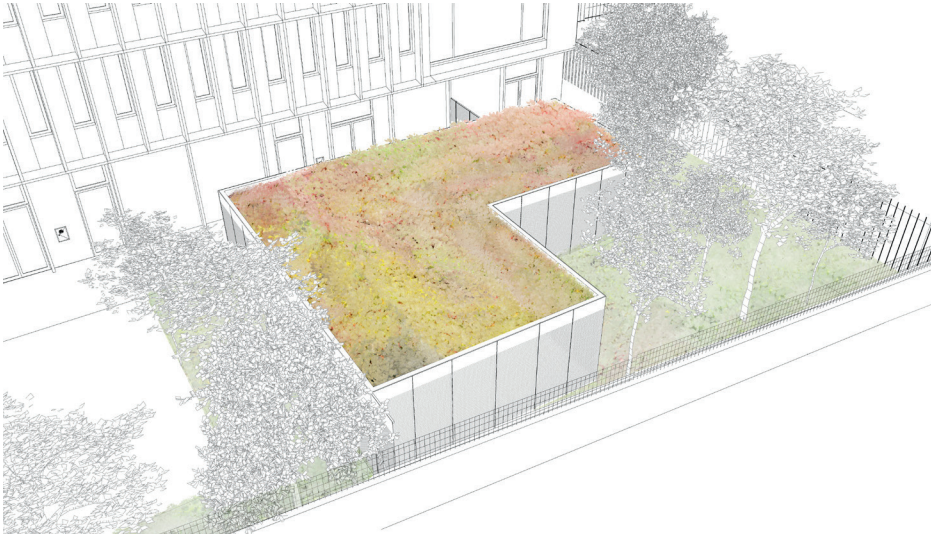
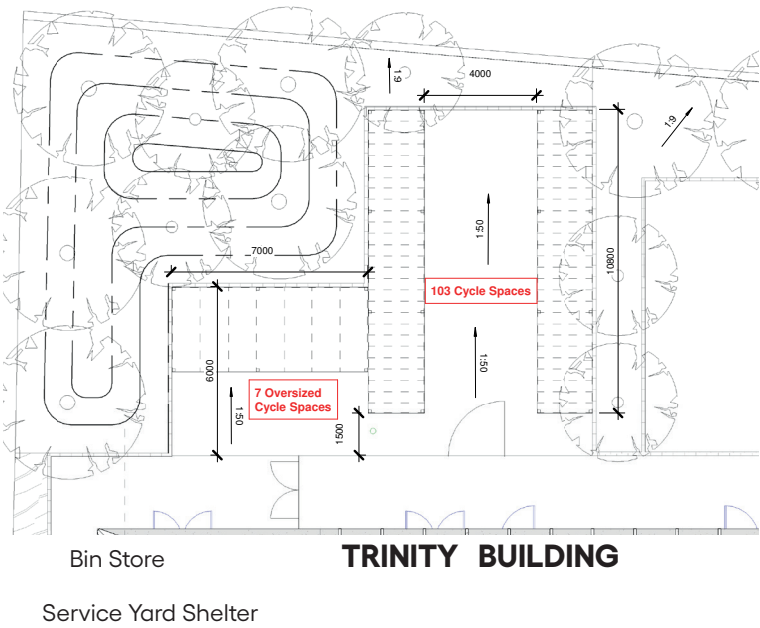
Both shelters have green roofs and both have perforated mesh sides so that they are visually transparent.

The Trinity Building enclosure is conceived as an extension of the historic bunker/raised garden. The larger shelter, fitted with double height racks for 103 bikes plus 7 oversized stations, is located in the woodland garden, is conceived as part of a woodland copse, screened by birch trees.

The shower facilities will be provided on the ground floor of the Trinity Building for cyclists to use.

Illustrative Plan Cycle Parking

8.2.9 Bike Shelters



Service Yard Shelter

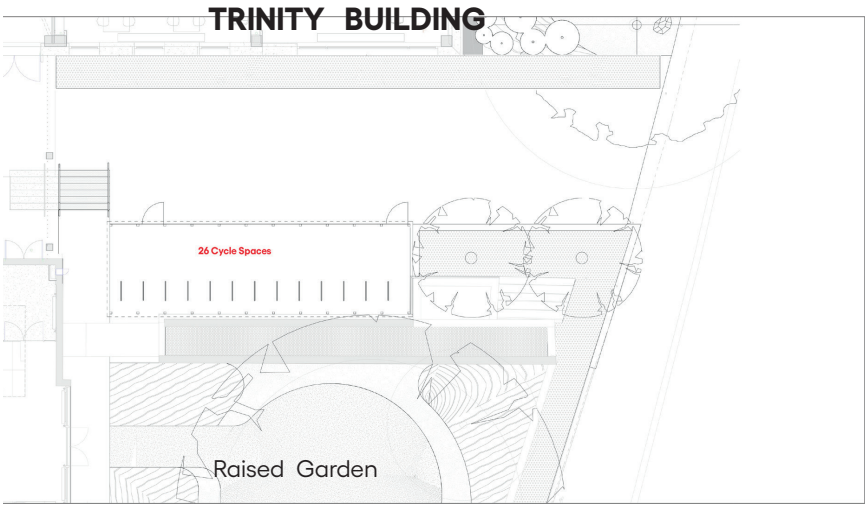
The shelter by the Trinity Road entrance becomes an extension of the bunker walls while the service yard shelter becomes enveloped in a copse of trees.

The use of a birch plantation around the service yard shelter will ensure that even when the trees are mature they will not create a visual barrier. T

The approach to the Trinity Road Shelter makes use of the inherited concrete structure the internal corridor serving the bunker and the associated raised garden forming the rear wall of the new compound.

Both shelters accomodate green roofs, these are valuab-
kle in meeting the biodiversity targets of 0.3 Urban Greening Factor and plus 10% for Biodi-
vesity Nett Gain.

HBA Note:
Refer to HCC-HBA-XX-XX-RP-A-081001
Supplementary Planning Information for more details



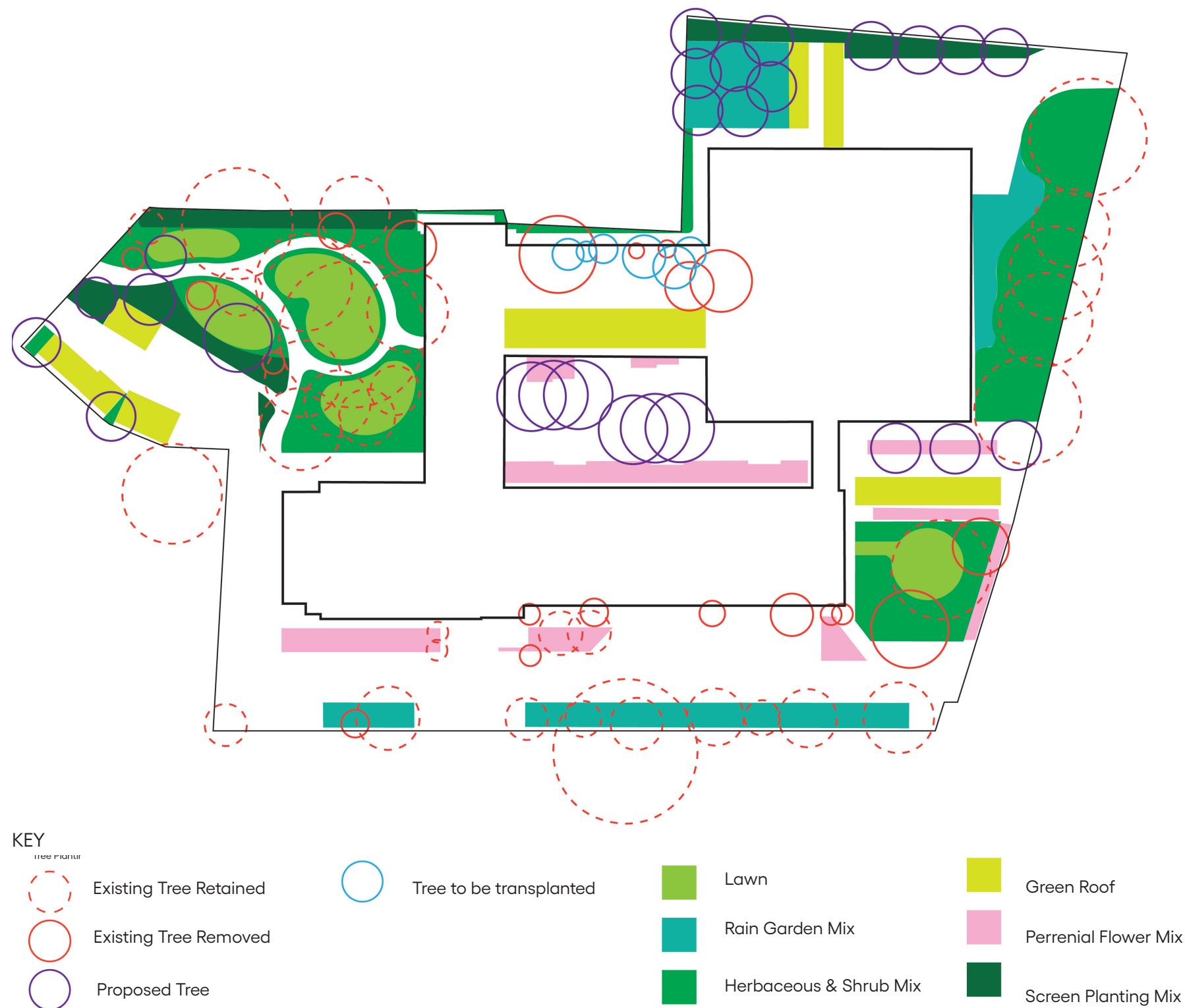
Trinity Road Shelter



Trinity Buidling Shelter

8.3 Planting Strategy

Provision & Proposal



Proposals for the soft landscape are rich and varied, achieving both the Urban Greening Factor of 0.3 mandated by the Mayors London Plan, and the 2021 Environment Act's Biodiversity Net Gain requirement of 10%+.

Retention of all key tree groups is essential as these give an immediate sense of maturity to the site. The key groups of trees are

- The Atlantic Cedar at the junction of Trinity Road and the High Road
- The line of 5 semi mature London Plane which sit at the back of the Trinity Road Footpath
- The Flowering Cherries located along the High Road
- The collections of decorative trees between the North Wing and Bounds Green Road

It is suggested that 6 memorial cherry trees on site should be relocated to a new position. The viability and cost of doing so will be verified at the next stage

The existing tree stock would have been installed on or shortly after completion of the Civic Offices in 1960, so all are now 70 years old and in the early stages of maturity. Over coming years it is likely that their canopies will increase by circa 50%. The addition of 28

new trees is therefore likely to be challenging, only the central courtyard and the service yard boundary offer opportunities.

Biodiversity enhancement will therefore be focused on the ground plane, there being ample opportunities to develop a very generous, and rich palette of plant species. The sequential nature of the external spaces increase the potential to establish a matrix of planting typologies, a multi layered planting composition spanning large and small trees, specimen shrubs, mass ground cover, ferns, perennials and self seeding annuals, and an abundance of seasonal bulbs and climbers. With much of the site is semi-permanent shade the use of woodland floor shrubs, perennials and ferns is particularly important.

Green Roofs: The final component of the planting will involve greening the terrace of the Link Block. Within the biodiverse roofs species diversity would be maximised with habitat features such as rope coils and sand lenses included to attract the widest possible range of plant species, birds and insects. Although inaccessible to anyone other than maintenance personnel, this roof could still provide a significant level of visual amenity to users on higher floors.