

**PARKLAND WALK (HIGHGATE TO FINSBURY  
PARK), LONDON BOROUGH OF HARINGEY**

**GREENWAY DESIGN AND ECOLOGY  
MITIGATIONS STRATEGY**

**Briefing Notes for Second Consultation Meeting  
on Preliminary Design**

**March 2007**

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<b>Project Code:</b>	ZLCN-HGY-0605
<b>Prepared by:</b>	R.A. GALLAGHER
<b>Position:</b>	Principal Transport Planner
<b>Checked by:</b>	T. MOORE
<b>Issue Date:</b>	22 <sup>nd</sup> March 2007
<b>Status:</b>	ISSUE

**Parkland Walk (Highgate to Finsbury Park),  
London Borough of Haringey:**

**Briefing Notes for Second Stakeholder Consultation Meeting  
On Preliminary Design and Ecological Mitigations Strategy**

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- 2.0** Preliminary Design Options & Proposals
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## **1.0 INTRODUCTION, & PROGRESS SO FAR**

### **1.1 Aims of the Project**

- 1.1.1** The London Borough of Haringey is carrying out a project to improve the Parkland Walk (Highgate to Finsbury Park section) for the benefit of walkers and cyclists, whilst maintaining and enhancing the natural character and ecological quality of the route.
- 1.1.2** LB Haringey has appointed consultants Mayer Brown Ltd. to prepare design proposals for the route, with the support of Ecology Consultancy (London-based ecology specialists). The project commenced in December 2006, and the aim is to consult stakeholders and agree measures for the route that will be implemented during the next financial year (2007/8).
- 1.1.3** Parkland Walk is London's longest nature reserve, and connects various communities. It is therefore essential that local people and stakeholders are involved in the design process and support any proposals that are taken forward.
- 1.1.4** On Saturday 3<sup>rd</sup> February 2007, a meeting and site visit of the Parkland Walk was held with representatives of a wide range of stakeholder groups (e.g. Councillors, residents and residents' associations, cyclists, conservationists, police, council officers, and others). Various issues concerning the Walk were discussed and recorded at the consultation event.
- 1.1.5** Taking into account (i) the feedback from the various stakeholders; (ii) the consultants' own observations and site inspections (including a Phase 1 ecological Habitat Survey); (iii) the findings from previous studies of Parkland Walk (e.g. the Management Study carried out in 2000 for LB Haringey; the English Nature-funded Wildspace project of 2002-5; the Police Crime Prevention Report of 2004 and 2006), the consultants have prepared a set of preliminary design proposals for the Parkland Walk (Highgate to Finsbury Park section).
- 1.1.6** These preliminary design proposals are now being circulated to stakeholders, in advance of a second consultation meeting scheduled for 28<sup>th</sup> March 2007 at Hornsey Library in the Borough of Haringey.
- 1.1.7** The meeting is being organised for stakeholders to comment on the proposals and suggest modifications.
- 1.1.8** In addition to this meeting, the proposals will be placed in local libraries, together with a comments form, so that the wider community is given an opportunity to see the

proposals and comment on them if they wish. Copies of the proposals will also be sent to nearby schools, with a request for young persons' feedback and comments.

- 1.1.9** The following pages now set out the main proposals and options for the Parkland Walk, and the rationale behind the proposed measures.

## **2.0 PRELIMINARY DESIGN OPTIONS AND PROPOSALS**

### **2.1 Path Surface and Alignment**

- 2.1.1** The first consultation meeting and site visit indicated that most people preferred the existing natural feel of the Walk, and wanted to retain its existing character as far as possible. There was concern that a smooth, wide, straight track might encourage speeding by cyclists, thus affecting pedestrians' experience of the Walk.

- 2.1.2** With these considerations in mind, the following design approach is proposed for the path surface and alignment:

**1. Surface:** re-surface the path only in places where improvement is necessary (i.e. where there is unevenness or poor drainage). The sections identified for re-surfacing are shown on Preliminary Design Drawings 1/01 and 1/02, and represent about 40% of the total path length – i.e. about 1.1km out of 2.73km between Highgate and Finsbury Park. (Please note that only part of these identified sections will require a new surface). These sections will be surfaced with crushed recycled stone aggregate to give a more even surface, with a crossfall to assist water run-off. The crushed stone will be dark grey in colour, to blend in with the existing path surface. Additional path edging is proposed only where the walked path is to be prevented from encroaching into adjacent path-side vegetation.

**2. Path width:** The path width will not be uniform throughout the Walk, but will vary between approximately 2.5m to approximately 3.0m, according to existing local circumstances – i.e. where the path is already wider than this, then the re-surfaced sections may be constructed to a width greater than 3.0m. Where the path is already narrower, due to adjacent vegetation, the re-surfaced sections will be a width of 2.5m. This width will accommodate walkers or cyclists passing each other, will help to vary the visual appearance of the Walk, will conserve path-side vegetation, and will keep the design as close to the existing as possible.

**3. Alignment:** The path will follow the existing alignment as far as possible – again, in order to vary the visual appearance and maintain the existing character.

**4. Drainage:** Where it runs on embankments, the path is mostly well-drained, via run-off to the adjacent verges and through the underlying soil strata. The poorly-drained sections occur mostly in the cuttings, where run-off to the path edge is restricted and soil and plant debris accumulate. Drainage problems are also evident in narrow sections where concentrated tracking by cyclists and walkers has worn hollow areas in the surface. The principal proposal for drainage is to raise and shape the path surface to ensure that surface water is shed from it into the adjacent verges, open areas or path-side vegetation.

## 2.2 Access Arrangements

**2.2.1** Improvements to the entrances to Parkland Walk are proposed in order to: (a) make it easier for all groups to access the Walk (particularly people with disabilities, people with pushchairs, and cyclists); (b) give the Walk a more distinctive character and setting; (c) discourage unauthorised users, such as motor cycles and other motor vehicles; (d) discourage loitering and anti-social activities as far as possible. However, any proposed measures should not detract from the Walk's existing natural character, nor adversely affect the local ecology.

**2.2.2** The proposals for the accesses to the Walk are described below, and then summarised in the following table.

**1. Main Gateway Treatments:** Main gateways are proposed at either end of the Walk (i.e. at Holmesdale Road, and at the Finsbury Park/Oxford Road access. These gateways are primarily to assist in defining the Walk, and to reinforce the feeling of entering a distinctive public space and nature reserve.

**2. Lesser Gateway Treatments:** Lesser gateway treatments are also proposed at the accesses from (a) Crouch End Hill; (b) Crouch Hill; (c) Blythwood Road; (d) Stapleton Hall Road; which are the main accesses along the length of the Walk. Examples of the possible gateway treatments will be presented at the second consultation meeting.

**3. Disabled Access:** The Disability Discrimination Act, 1995 stipulates that the gradient of a ramp allowing disabled access should not exceed 5% (i.e. 1 in 20). By this criterion, only two accesses along Parkland Walk are currently suitable for the disabled (at Blythwood Road and Oxford Road entrance near Finsbury Park). Other accesses are currently used by disabled persons even though the access is not fully DDA-compliant – for example: Holmesdale Road, Vicarage Footpath (south side only), and Crouch Hill. It is proposed that surface repairs are undertaken at these existing accesses (which also serve people with pushchairs), but that full DDA compliance will

not be sought. To further assist people with disabilities, it is proposed to designate on-road disabled parking spaces close to a number of suitable access points.

Two new accesses for the disabled were also considered (at Crescent Road off Crouch End Hill, and at Stapleton Hall Road). However, calculations of the gradient at these two locations indicate that ramps of 100m and 140m respectively would be required to achieve a gradient of 5%. Because of the environmental and visual impact this would have, it is proposed instead to maintain the existing path alignments at these two accesses. At the Crescent Road access, it is proposed to replace the existing steps with a smooth path, which would assist people with pushchairs and cyclists accessing the Walk. At the Stapleton Hall Road access, resurfacing of the existing path is recommended, together with improvements to the gateway and new steps on the northeast side of the bridge.

**4. Preventing Motor-Cycle Access:** A key issue identified at the first consultation meeting was the problem of motor-cycles sometimes entering the Walk, either for joy-riding or as a get-away from a crime scene. Concerns were expressed that if the path and accesses were improved, this might lead to increased (illegal) motor cycle access. However, the introduction of motor-cycle barriers also has potential disadvantages, such as (i) reducing the ease of access for legitimate users; (ii) the gates and barriers require more space and can be less visually attractive; (iii) shutting off the Walk from the sight of nearby roads, and thus making some users feel less secure. Various types of motor-cycle barrier have been considered by the consultants, and recommended arrangements will be shown at the second consultation meeting. It is proposed that these motor-cycle barriers will be incorporated in the proposed gateways at the six locations where disabled and/or pushchair access is provided (or proposed to be provided): i.e. (a) Holmesdale Road; (b) Crouch End Hill; (c) Blythwood Road; (d) Stapleton Hall Road; (e) Oxford Road/Finsbury Park.

**5. Other New and Improved Accesses:** In addition to the above measures, the following measures are also proposed to improved access along the Walk for walkers, pushchair users and cyclists:

**(i) New footpath to Shepherd's Close (for walkers and dismounted cyclists):** This measure was suggested at the first consultation meeting, to provide access to the Walk for residences at the northwest end, and also a shorter route to Shepherd's Hill and Highgate tube station that avoids the busy Archway Road. It is proposed to further investigate the potential for this route through discussions with LB Haringey Rights of Way officers.

**(ii) A new access at Northwood Road:** There is currently no official access from this road, though an unofficial path exists where there is a gap in the fence. It is proposed to formalise this access by constructing steps down to Northwood Road, with a ramp alongside for cyclists to push their bikes. The ramp will be provided by railway sleepers (10" width) laid end to end next to the steps.

**(iii) Milton Park:** Existing steps to be repaired (keeping the existing style, but replacing wire mesh covering, and refilling where erosion has occurred). In addition, it is proposed to formalise the existing path that has been worn away alongside the steps, to provide a ramp for cyclists and energetic people with pushchairs to push their pushchairs/bikes up the slope to access the path. The proposed material for the ramp path is gravel, and crushed recycled stone aggregate, held in place with timber edging.

**(iv) Stanhope Road:** A bike ramp is proposed alongside these existing steps – (railway sleepers, as for Northwood Road).

**(v) Crouch End Hill (east side):** Proposed repair of existing wooden steps.

**(vi) Mount Pleasant Villas:** Minor repairs to existing steps, but no bike ramp (as cycle access is available from Blythwood Road nearby).

**(vii) Stapleton Hall Road:** It is proposed to remove the derelict wooden steps on the west side of Stapleton Hall Road, as there is good access on the east side of the road.

**(vii) Upper Tollington Park:** Bike ramp proposed alongside existing steps – (railway sleepers, as for Northwood Road).

## Summary of Proposals for Accesses to the Parkland Walk

**YELLOW** = Existing and future accesses for disabled & pushchair users

Location	Current access	Proposed accessibility	Gateway treatment	Motorcycle barrier?	Parking & Other Measures
Holmesdale Road	Ramp for all users (incl. motor vehicles)	No change	Main gateway	YES	Provide 2 disabled parking spaces
Shepherd's Close	None	Investigate potential for a new footpath			
Northwood Road	None	New steps, with bike ramp			
Milton Park	Steps (walkers only)	Repair steps; path alongside for push chairs and bikes (dismounted)			
Stanhope Road	Steps (walkers only)	Repair steps, and introduce bike ramp			
Crouch End Hill: West side	Steps (walkers only)	Convert to a path, suitable for pushchair users and bikes (dismounted)	Minor gateway	YES	
Crouch End Hill: East side	Wooden steps (walkers only)	Repair wooden steps, for walkers only			
Vicarage footpath: North side	Footpath (walkers, pushchairs, dismantled cyclists)	No change			
Vicarage footpath: South side	Ramp suitable for disabled, pushchairs and dismantled cyclists	No change; minor repairs to existing surface			
Crouch Hill: North-west side	Ramp suitable for disabled, pushchairs and dismantled cyclists	No change; minor repairs to existing surface	Minor gateway	YES	Provide 2 disabled parking spaces

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<b>Location</b>	<b>Current access</b>	<b>Proposed accessibility</b>	<b>Gateway treatment</b>	<b>Motorcycle barrier?</b>	<b>Parking &amp; Other Measures</b>
Crouch Hill: South-west side	Steep path (walkers only)	No change; minor repairs to existing surface			
Mount View Road	None	No change			
Blythwood Road	Slight ramp for all users (incl. motor vehicles)	No change	Minor gateway	YES	Provide 2 disabled parking spaces
Mount Pleasant Villas	Steps (walkers only)	No change; minor repairs to existing surface			
Stapleton Hall Road: West side	Steps (walkers only), but in disrepair	Remove steps altogether			
Stapleton Hall Road: East side	Ramp (and steps) suitable for walkers, pushchairs and dismounted cyclists	No change; minor repairs to existing surface	Minor gateway	YES	
Florence Road	Steps (walkers only)	No change; minor repairs to existing surface			
Upper Tollington Park	Steps (walkers only)	Repair steps, and introduce bike ramp			
Oxford Road / Finsbury Park	Ramp (and steps) suitable for walkers, pushchairs and cyclists	No change	Main gateway	YES	Provide 2 disabled parking spaces

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## 2.3 Lighting

**2.3.1** There was widespread agreement amongst stakeholders that street lighting should not be introduced on Parkland Walk, for the following reasons: (i) the adverse ecological impact on a nature reserve (particularly for bats and other nocturnal species); (ii) losing the 'natural feel' of the Walk, due to urbanising features; (iii) the impact on increasing personal security would be marginal.

**2.3.2** Hence no street lighting is proposed within the Parkland Walk boundary. There is, however, an existing street light at the western end of the Walk, near the Holmedale Road access, which presumably was introduced to serve the playground on the north side of the path. However, the playground no longer exists, but the street light still serves people accessing 3, Francis Place. In order to encourage the bat population in this area (which has been identified as a bat foraging area, with potential bat roosts), it is recommended that a directional light bulb be installed in the existing street light, to reduce light spillage (and similarly for the street light outside the Holmesdale Road entrance). (See also Ecological Measures in Section 3).

**2.3.3** Some improvements in street lighting on roads near the entrances to the Walk can also be considered, to improve personal security at the entrances to the Walk – possible locations (for additional or re-positioned lights) are (a) Milton Park; (b) Blythwood Road; (c) Stapleton Hall Road.

## 2.4 Furniture and Signage

**2.4.1 Styles:** There is a wide range of styles of furniture and signage along the Parkland Walk. Examples are shown in the photos (to be circulated at the second consultation meeting). Feedback from the first consultation meeting indicated that people would like to see a more consistent style throughout the Walk, to give it a clearer identity.

**2.4.2** Further feedback will be sought from stakeholders on the type of style preferred for Parkland Walk. It is noted that one theme which appears to recur through the Walk is that of 'black metal' – this can be observed in numerous gates, railings, signposts and litter bins. (See photos). This style is therefore suggested as the possible theme for the Walk.

**2.4.3 Direction Signs on the Walk:** The existing provision of direction signs along the Walk is considered to be satisfactory, with finger posts located at most of the main accesses. To avoid clutter, no additional finger posts are proposed along the Walk itself. However, it is proposed that the smaller wooden way-marker posts located near some

accesses should have the road name engraved on the side of the post, to inform users of the name of the side road at these lesser accesses.

**2.4.4 Direction Signs on Roads Near the Walk:** The direction signs on roads around the Walk (i.e. pointing towards the Walk and to destinations leading away from it) are, however, very inadequate. A schedule of locations for improved signage will be developed at the detailed design stage. At this stage, stakeholder feedback is invited for preferred locations for the signage. The style of finger post will also need to be determined. Improved signage could also include additional street nameplates located near some of the accesses – again, specific locations will be put forward at the detailed design stage.

**2.4.5 Instruction Boards and Display Panels:** There are currently two large display panels located along the Walk (one at the west end of the Walk near Holmesdale Road, the other east of Stapleton Hall Road). The former is in reasonable condition, the latter has been damaged by burn marks (possibly from lighters). These boards give an attractive presentation of local information, and should be retained (with the damaged board repaired). Two other possible locations where information boards might be considered are: (i) on the bridge over Stapleton Hall Road; (ii) on the Crouch End Hill road bridge, over the old Crouch End railway station. The theme for these boards would be the history of the old railway. In addition, the old building at the foot of the Crouch End Hill bridge could be used as a mini-museum, with photos and artefacts relating to the old railway. The owner of the Crescent Café on the north side of the bridge (who also leases the old building underneath) might also be approached about including photos and other historical materials (e.g. posters) in the café décor, relating to the specific history of the area.

**2.4.6 The smaller, wooden instruction boards** located at several places along the Walk (giving reminders about 'No horses, No littering, No motor cycles) are in poor condition, and currently do not serve their original purpose. They are also rather unsightly, and add to the mix of styles. It is recommended that these are removed, and replaced with new instruction panels, to be incorporated within the proposed gateways.

**2.4.7 Seats:** No additional seating is proposed. However, it is recommended that the existing wooden bench east of Mount View Road is replaced with a new bench of the same style as elsewhere along the Walk (i.e. a wooden bench with 3 cross beams on double beam columns). This is because the existing seat design tends to attract graffiti, and also to maintain the consistency of style throughout the Walk. (The removed bench could be re-used elsewhere in the Borough).

**2.4.8 Litter bins and dog waste bins:** Similarly, it is recommended that a standard litter bin design is adopted throughout the Walk. An additional bin is proposed at the top of the steps leading to Milton Park, where a local resident has informally placed a dustbin – presumably in response to a specific local problem.

It is also proposed that the red dog waste bins be repainted in a less obtrusive colour – dark green is suggested (to distinguish the bins from the regular litter bins).

## **2.5 Recreational Facilities**

**2.5.1** Recreational facilities are currently located to the west of Crouch Hill, near the Cape Hill Play and Youth Project in the Borough of Islington (this is a centre for children and young people aged 5-21 years). The facilities consist of a long overhead wooden walkway leading down from the Cape Hill Centre, a wooden scaffold that previously had a rope swing (but currently is not in use and the rope has been removed), and a fairly basic skateboard ramp installation.

**2.5.2** In addition, there are two ‘tree trails’ located to the east of Mount View Road. These offer walks through the trees on either side of the main Parkland Walk, with small marker posts to identify specific trees.

**2.5.3** Feedback from the first stakeholder consultation meeting indicated firstly, that the existing play facilities are not used much in practice. The rope swing is no longer in use, and the skateboard ramp was ‘hardly ever used’, according to one resident. Secondly, some of the facilities have become the target of graffiti, and are now seen as something of an eyesore.

**2.5.4** The various comments expressed at the first consultation meeting were circulated by e-mail to stakeholders on 1<sup>st</sup> March 2007 as Notes of the Meeting. Generally, there appeared to be a preference for limiting the provision of play facilities along the Walk, for three reasons: (i) to maintain the natural feel of the Walk; (ii) because the facilities tended to be under-used in this location; (iii) because good facilities were located in other places in the area. It was also preferred that any facilities provided should be basic and simple, rather than elaborate.

**2.5.5** The following measures are therefore proposed, regarding recreational facilities along the Walk:

**1. Provide some exercise facilities for joggers** – for example, simple jogging exercise bars located at (i) the site of the old playground near Holmesdale Road; (ii) on the site of the existing skate board ramp;

**2. Remove the skateboard ramp and the swing scaffold** – these are hardly being used, and the ramp in particular does not look attractive;

**3. Retain the existing wooden walkway;**

**4. Introduce a slide on the bank leading down to the site of the skateboard ramp** – for safety reasons, this would be set into the bank.

**2.5.6** At the first consultation meeting, stakeholders emphasised that local young people should be given an opportunity to comment on and contribute to the proposals for the Walk. It is therefore proposed that the feedback from the second consultation workshop is relayed on to local young people, through local schools and through contact with local youth (and skateboarding) groups.

## **2.6 Bridge Repairs and Maintenance**

**2.6.1** There are nine bridges along Parkland Walk between Holmesdale Road and Oxford Road (including the footbridge at Vicarage Path). The age and condition of these bridges varies considerably. Maintenance works is proposed at some of the bridges (mainly removing out-growing trees and re-pointing brickwork), while other works are also proposed at some of the bridges (see table below):

<b>Bridge</b>	<b>Measures Proposed</b>		
	<b>Maintenance Work Needed?</b>	<b>Other Works Needed?</b>	<b>Bridge Inspection Proposed?</b>
Northwood Road	YES		YES
Stanhope Road		Railing height increased to 1.4m	
Crouch End Hill			
Vicarage Path footbridge		Repair non-slip surface on the bridge	
Crouch Hill			
Mount View Road	YES		YES
Mount Pleasant Road			
Stapleton Hall Road	YES		YES
Upper Tollington Park	YES		YES

- 2.6.2** The recommended minimum height of bridge parapets on paths used by cyclists is 1.4m. Several of the bridges along Parkland Walk have parapets below this height. However, in most cases this is not an issue, because the path is set back from the parapet (e.g. Northwood Road bridge, Mount Pleasant Villas, Upper Tollington Park). However, at Stanhope Road the path is adjacent to the metal railing, which is only 1.1m high. At this bridge, it is recommended to increase the railing height to 1.4m.
- 2.6.3** The maintenance and structural condition of road bridges in the Boroughs is normally dealt with under a separate bridge maintenance programme by the various highway authorities. Repairs to the bridges are therefore considered to lie outside the scope of this project. However, visual inspection of the route suggests that further maintenance may be needed, as recommended in the table above.

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### **3.0 ECOLOGICAL MANAGEMENT AND MITIGATION MEASURES**

#### **3.1 Phase 1 Habitat Survey and Protected Species Assessment**

**3.1.1** In support of the Parkland Walk project, the ecology specialists Ecology Consultancy Ltd. were commissioned to assess any impacts on the site's ecology that might arise from the proposals to upgrade the route, and to advise on ecological mitigation measures to minimise these impacts.

**3.3.2** In response to this brief, Ecology Consultancy Ltd. carried out a Phase 1 Habitat Survey and Protected Species Assessment in January and February 2007, and prepared a report of their findings in March 2007. This report will be available for stakeholder inspection in the near future – here the main recommendations from the report are presented, with a summary of proposed ecological works at the end of this section.

#### **3.2 Recommendations from the Parkland Walk (south), Phase 1 Habitat Survey, Feb. 2007**

##### **3.2.1 Mitigation Measures**

###### **Vegetation clearance**

**Bats:** Whilst it is unlikely that any trees with potential as bat roosts will be affected by the works, any trees that are to be felled or managed should be checked for bat interest (or other notable ecological value). If such interest is found to be present it is recommended that the trees are retained. Much of the envisaged tree work involves removing low overhanging branches or clearing small numbers of young trees to improve sight-lines. Such works will be at the path edges only and will not significantly affect the ecological value of the site.

**Reptiles:** Areas with potential to support reptiles should be cleared by two-stage cutting using hand tools, first to 20cm and a week later to 5-10cm to discourage animals from the works area. Heavy machinery must not be used in the works area until clearance has taken place and must be prevented from entering areas of retained vegetation. It is not envisaged that works will substantially reduce available reptile habitat at any location.

**Nesting Birds:** Tree/scrub clearance must be carried out outside of the bird nesting season which extends from March to August (inclusive). Note that heavy machinery must not be used in areas also of potential reptile interest.

**Herbaceous/notable vegetation:** Widening, particularly in the southernmost part of the site will result in the loss of low bramble and tall herbaceous vegetation along the path edge. This should be reinstated by felling and stump treating young sycamore. Subsequent on-going path-edge management should be extended to ensure that bramble and herbaceous vegetation are maintained in cleared areas. One cut per year in late summer would be sufficient to maintain open habitat.

Target notes provide approximate locations of notable plants. These areas should be avoided during works and simple mitigation to increase suitable habitat should be implemented. This could include clearing vegetation to expose soil to provide opportunities for colonisation and tree/scrub clearance to reduce shading.

Generally works will not require excavation likely to cause damage to tree roots but there is some risk that this may occur with the installation of new ramps and steps. Depth and width of excavation should be kept to a minimum and where possible larger roots should be retained rather than severed. When creating levels of any new or realigned paths the piling of soil against tree trunks should be avoided.

**Japanese knotweed:** In accordance with Environment Agency guidance, the stems of Japanese knotweed and soil up to 7 metres of a colony must be treated as controlled waste and disposed of accordingly. Japanese knotweed must not be spread on or off-site, requiring a number of precautions such as marking colonies in the vicinity of works and stacking cut/dug material on geotextile prior to disposal. Current Environment Agency guidance is available at [http://www.environment-agency.gov.uk/subjects/conservation/?lang=\\_e](http://www.environment-agency.gov.uk/subjects/conservation/?lang=_e)

**Buildings and structures:** Target notes 10-13 identify features with potential bat interest. Currently there are no works proposed that would affect these, but should this change an initial inspection for bats and a night time emergence survey should be carried out.

Minor works are proposed on several bridges. These works should not result in impacts on bat roosts, should any be present. However, if the scope of works should change to include activities causing vibration or the filling-in of deep crevices with potential as roosts then an assessment and survey is recommended.

Target note 23 indicates the location of black spleen wort (a locally rare fern) growing in a retaining wall of Mount View Road. This area will not be affected by the works.

**Lighting:** The potential for impacts on bats through additional night time lighting has been identified. Whilst bat species vary in their response to additional night time

lighting, gleaning species, which are rare in London, tend to be most negatively affected.

It recommended that the lighting proposals for the development clearly address the need to limit night time spillage and glare on areas likely to support bat activity. The following recommendations are based on those produced by the Bat Conservation Trust (Bat Conservation Trust 2000) -

- Low pressure sodium lamps should be used in preference to high pressure sodium or mercury lamps.
- If mercury lamps are used, they should be fitted with UV filters.
- The brightness of lights should be as low as legally possible.
- The times during which the lighting can be used should be limited to provide some dark periods, ideally round dusk and dawn when the majority of foraging takes place.
- The lighting should be directed to where it is needed to avoid light spillage.
- Upward lighting should be avoided as this would contribute significantly to local increases in light pollution.
- Light should be restricted to selected areas by fitting hoods that direct the light below the horizontal plane, preferably at an angle less than 70 degrees.
- The height of lighting columns should be limited and light directed at a low level.
- Linear feature of importance to foraging bats should contain significant stretches left unlit to avoid isolation of bat colonies.
- Additional lighting should only be allowed to affect one side of linear features.

### **3.2.1 Enhancement**

Whilst similar to some of the mitigation activities listed above, the following works would enhance the site's wildlife habitat and most could be carried out in the course of vegetation clearance and resurfacing:

- Habitat edge and variety should be increased by cutting areas of grass/bramble to create edges and glades for basking reptiles and foraging invertebrates, particularly at the margins of the 'Florence Road Grassland'.
- Invading scrub and trees should be felled where they shade open habitats (again principally at Florence Road);

- The use of substrates of varying pH for resurfacing could provide opportunities for colonisation by a range of ruderal species;
- Soil stripping and replacement areas of low fertility substrate could be considered in order to reinstate ruderal habitats which have declined at the site;
- Where path drainage works are carried out consideration should be given to directing water to other parts of the site to create additional small wetland areas.
- Under-planting woodland and at woodland edge with native scrub species to provide additional nesting and foraging opportunities.