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BAT SCOPING SURVEY

At

Carriage Shed at:

Buckley Wells Locomotive Works

Baron Street

Bury

Greater Manchester

BL9 0TY

NGR: (SD) 379964 410161

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A handwritten signature in black ink, appearing to read 'Toby Hart', is positioned below the 'Approved by:' line.

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EXECUTIVE SUMMARY

This report is written by Daniel Smith BSc MScRes, Graduate Ecologist at United Environmental Services Ltd (UES). It provides an assessment of the potential impacts on bats as a result of the proposed repair and restoration development at the Carriage Shed at Buckley Wells Locomotive Works, Bury.

A bat scoping survey was undertaken on 7th October 2021. The objective of the survey was to establish the suitability of the building on site to support roosting bats, based on a site-specific survey and habitat assessment. The building was searched externally and internally (where accessible) for bat presence and features associated with bat activity, as detailed in Bat Conservation Trust (BCT) guidance (2016).

The proposed plans involve the repair and restoration of the East Lancashire Railway's locomotive work building (constructed 1857) hereafter referred to as the Carriage Shed; the construction of new locomotive running shed; incorporation of associated new workshops and training facilities and construction of a standalone carriage shed.

The Carriage Shed at Buckley Well Locomotive Works is situated in an area which provides low quality habitat for bats. The tree lines adjacent to the railway lines will support moderate abundances of insects, on which bats can forage. However, the majority of the site is of low-quality hardstanding and buildings which are subject to high levels of noise from the active locomotive engineering works. The surrounding area provides low to moderate quality habitat for commuting and foraging bats, due to the areas of green space to the west such as small pockets of woodland, playing fields and the River Irwell. However, to the north, east and south of the site, habitats are of lower quality due to the well-lit and busy urban area of Bury.

The quality of roosting habitats within the building is low, with a number of predominantly external potential roosting features (PRFs) such as gaps in the degraded brickwork, under roof & ridge tiles and at the eaves of the buildings under coping stones. Internal PRFs are limited to gaps between the roof and rafters, however, the high levels of noise and bright conditions within the building considerably reduce the suitability for roosting bats. No evidence of roosting bats was observed during the internal and external building inspections.

Anecdotal evidence suggests that feral pigeons *Columba livia ferus* are often observed roosting within the existing Carriage Shed. Therefore, it is likely that nesting birds are present within the building during the breeding bird season.

A further bat presence / absence survey comprising a single survey visit is required in order to determine whether bats are using the existing Carriage Shed on site for roosting purposes, and if so, to determine the species and number of bats. This survey should be undertaken by an appropriately licenced ecologist during the peak bat survey season, May to August inclusive.

The works as part of Phase 1 and 2 (including construction of the new standalone carriage shed) will not impact bats if present within the existing Carriage Shed due to the large distance between the Carriage Shed and the proposed works. Therefore, no further surveys, compensation or mitigation is required to construct the new standalone carriage shed. However, the works to the existing Carriage Shed will be delayed until funding for this project is acquired and the initial two phases have been completed. Therefore, any bat presence / absence surveys undertaken during the next survey season (2022) will likely be out of date by the time works occur to the Carriage Shed. It has been agreed with David Dutton GMEU Ecologist that the planning application can be approved on condition that a bat presence / absence survey is



undertaken during the survey season immediately prior to the year of proposed repair and restoration works to the Carriage Shed.

Due to the potential presence of breeding birds within the building at the time of development, it is recommended that the works take place outside of the breeding bird season and should not be undertaken from March to August inclusive. If this is not possible and works need to commence within this period, a breeding bird nest check should be undertaken prior to the commencement of works by a suitably experienced ecologist, and an ecological clerk of works appointed if considered necessary.

The report should be read in conjunction with appendices 1 to 3, which give visual representations of the survey results.



1 INTRODUCTION

1.1 Author, surveyors and qualifications

This report is compiled and written by Daniel Smith BSc MScRes, UES Graduate Ecologist. Other surveyors include:

- Toby Hart BSc MCIEEM PIEMA, UES Managing Director. Toby is licensed by Natural England to disturb, take and handle all species of bats under licence numbers 2015-15898-CLS-CLS (level 3) and 2015-15899-CLS-CLS (level 4). Toby is also a registered consultant of the bat low impact class licence (RC090).

All surveyors have the knowledge, skills and experience identified within CIEEM's "Competencies for Species Survey: Bats" (2013) or were under the supervision of a surveyor with the required competencies.

1.2 Survey objectives

UES was commissioned in September 2021 to conduct site surveys which include the following activities:

- Conduct internal and external building inspections to look for field signs of bats
- Assess the suitability of the building for use by roosting bats
- Recommend further surveys, mitigation and compensation, where appropriate

1.3 Proposed development

The proposed plans involve the repair and restoration of the 1857 locomotive work building, the construction of new locomotive running shed, incorporation of associated new workshops and training facilities and construction of a standalone carriage shed.

- Phase 1 of the development plans is to lift and relay a new layout of the railway track.
- Phase 2 is to construct a standalone carriage shed approximately 100m south-west from the existing Carriage Shed.
- Phase 3 is to repair and restore the existing Carriage Shed and to extend it from the north-western aspect. The development works of Phase 3 will commence once Phases 1 & 2 are complete and enough funding has been acquired, which is anticipated to be several years from now. The planning permission reference of the proposed development with Bury Council is 66745. The only works which have the potential to impact roosting bats are associated with Phase 3 and the restoration and extension of The Carriage Shed.

1.4 Structure of the report

This report sets out the methodology, results, and recommendations in relation to a specific bat survey. Recommendations are in line with statutory legislation and planning policy objectives.



The report should be read in conjunction with appendices 1 to 3, which give visual representations of the survey results.



2 METHODOLOGY

2.1 General

All surveys were carried out to recognised guidelines, timings and weather conditions, with particular reference to Natural England and BCT publications (see references for further information).

The habitats on site and in the surrounding area were assessed during a walkover survey and by studying aerial photographs, in order to gauge their suitability to support roosting, foraging and commuting bats.

2.2 Building survey

The building on site was searched both externally and internally for bat presence and features associated with bat activity, as detailed in BCT guidance (Collins, 2016). This was conducted on 7th October 2021 by Daniel Smith and Toby Hart.

2.2.1 External inspection

The external inspection of the building on site was carried out from ground level using binoculars, and also using ladders and an endoscope to investigate suitable gaps. The objective of the survey was to find and record any signs of bat use, for example:

- Bat droppings
- Feeding remains
- Grease staining / urine marks
- Corpses or skeletons

The bat signs listed above are visible from the outside of a building. The following areas were searched, where present:

- | | |
|---------------------------|---|
| • Roof and ridge tiles | • Gaps under felt |
| • Lead flashing | • Cracks / holes in woodwork or behind cladding |
| • Eaves | • Gaps in brickwork and mortar |
| • Boxed soffits | • Air bricks |
| • Fascia and barge boards | • Grills |
| • Windowsills and panes | • Vents |
| • Walls | |

2.2.2 Internal inspection

The internal inspection covered all of the accessible rooms and roof spaces within the building.

Bats regularly utilise specific areas within roof spaces, which were searched for any field signs of bats using high-powered torches and an endoscope, where considered necessary by the licenced ecologist. The following features were searched, where present:

- Roof beams and junctions
- Gaps under felt



- Dividing walls
- Chimney breasts
- Gaps in brickwork and mortar
- Cracks / holes in woodwork
- Floor or other surfaces on which droppings could accumulate

2.3 Survey limitations

The building could be fully assessed and so no limitations were encountered during this survey.



3 RESULTS

3.1 Habitat assessment

The Carriage Shed at Buckley Wells Locomotive Works is located within the town of Bury, Greater Manchester. The building is currently used as a depot to repair and restore locomotives. The habitats within the curtilage of site predominately includes a large hardstanding area used for storage, car parking and a railway track network (see also Appendix 2 – Photograph 2). There are a few additional small buildings onsite for office, storage and workshop purposes. The areas of green space onsite is limited to ephemeral vegetation (see also Appendix 2 – Photograph 3). However, tree lines are located adjacent to the railway lines. The majority of the site provides low quality foraging and commuting opportunities for bats; however, the habitat improves within the tree lines.

The immediate surrounding area consists of residential buildings and several schools & colleges. There are several areas of green space, including school playing fields, disused allotment which has succeeded into a small woodland, and parks. The small woodland is directly adjacent to the western site boundary, and the closest playing fields are located approximately 100m west and 160m south. The River Irwell is also located approximately 400m west of the site. These habitats will provide moderate foraging and commuting opportunities for bats in the local area. However, the development site is located in close proximity to well-lit busy roads (predominately to the east) which will provide low foraging and commuting habitats for bats.

In the wider surrounding area, the habitats are similar in composition; the landscape is a mosaic of hedge-lined fields to the south-west, and the well-lit and busy urban area of Bury to the north, east and south. Elton Reservoir and Withins Reservoir are located approximately 0.8km and 1.8km south-west, respectively. The habitats in the west will provide low to moderate foraging and commuting quality, whereas the urban areas will provide low quality habitats.

3.2 Building survey

3.2.1 External inspection

The Carriage Shed is an 1857 Grade II listed building used for locomotive works. The building is a two-storey warehouse with a dual pitched, slate tiled roof. There are numerous gaps under the roof and ridge tiles where tiles and mortar are missing on the south-eastern and north-western aspects (See Appendix 2 – Photographs, Photographs 9 & 10). The majority of the roof is unlined and so the gaps under the roof tiles will not provide roosting opportunities, however, can still provide access into the building. There is a two-storey extension on the north-eastern aspect which has a pitched roof, however, the roof was difficult to view externally. There is also a single storey extension with a mono-pitched roof and a two-storey extension with a flat roof on the northern section of the south-eastern aspect and south-western aspect, respectively. The roofs of the single storey and two-storey extension are made up of bitumen felt and metal sheeting, respectively. There are no PRFs identified on these roofs. However, there is a gap at the eaves behind the wooden bargeboards of the single storey extension which can allow access into the building (Photograph 11).

The majority of the walls are of brick construction, except for the south-western aspect which is constructed of metal sheeting. There are also numerous gaps within the brickwork on the north-western and south-eastern aspects which can provide roosting opportunities for crevice dwelling bats (Photograph 12). There are also gaps under the coping stones at the eaves on



the northern section of the building on the north-western and south-eastern aspects which can also present suitable PRFs for bats (Photograph 13). At the northern section of the north-western aspect there is a disused chimney which is damaged at the bottom which can allow access into the chimney itself (Photograph 14). As the chimney is disused this could also provide roosting opportunities for bats. The majority of the external PRFs identified on the building are located on the north-western aspect. This aspect is often exposed to weather conditions such as heavy rain and strong winds; therefore, this will reduce the suitability for roosting bats.

No bat field signs were found during the external building inspection.

3.2.2 Internal inspection

Internally, the building is used as an active locomotive depot. The roof is of a wooden rafter construction and no loft void is present within the building. Most of the roof is unlined, however, there are small areas in the north-west section which are lined with modern breathable membrane and bitumen felt (Photographs 16 & 17). There are continuous skylights along the apex of the dual pitched roof which allows the internal area of the building to be bright during the day (Photograph 18). As there are constant engineering works within the building, the internal area is subjected to high levels of noise. PRFs are limited to gaps between the roof and wooden rafters and bitumen felt, however, the high noise levels and associated disturbance combined with bright conditions of the active depot, considerably reduce the suitability of the internal PRFs. Anecdotal evidence suggests birds such as feral pigeons are often found roosting within the building and so there is potential of nesting birds during the breeding bird season.

No bat field signs were found during the internal building inspection.



4 EVALUATION AND RECOMMENDATIONS

4.1 Evaluation of results

4.1.1 Qualitative assessment of foraging and commuting habitats

In summary, the Carriage Shed at Buckley Well Locomotive Works is situated in an area which provides low quality foraging habitat for bats. The tree lines adjacent to the railway lines will support moderate abundances of insects on which bats can forage. However, the majority of the site is of low-quality hardstanding and buildings which are subject to high levels of noise from the active locomotive works. The surrounding area provides low to moderate quality habitat for commuting and foraging bats due to the areas of green space to the west such as small pockets of woodland, playing fields and the River Irwell. However, to the north, east and south of the site, habitats are associated with the busy urban area of Bury and therefore of lower quality for the majority of bat species.

4.1.2 Qualitative assessment of roosting habitats

The mature trees and other buildings in the local area will provide an abundance of alternative roosting opportunities for bats.

The quality of roosting habitats within the building on site is low, with a number of predominantly external PRFs such as gaps in the brickwork, under roof & ridge tiles and at the eaves of the buildings under coping stones. PRFs within the buildings are limited to gaps between the roof and rafters, however, the high levels of noise and bright conditions within the building considerably reduce the suitability for roosting bats.

4.2 Mitigation and compensation measures

4.2.1 Bats

No evidence of roosting bats was found at the Carriage Shed during the scoping survey; however, there are low quality PRFs which remain suitable for use by roosting bats. Therefore, a further bat presence / absence survey comprising a single visit is required in order to determine whether bats are roosting within the building, and if so, to determine the species and numbers of bats. The survey should be undertaken by an appropriately licenced ecologist during the bat survey season, May to August inclusive. It is considered that the construction of the new standalone carriage shed will not have any impacts on bats if present within the existing Carriage Shed due to the large distance between the existing and proposed building. Therefore, no further surveys, compensation or mitigation is required to construct the new standalone carriage shed. However, the works to the existing Carriage Shed will be delayed until funding for this project is acquired and the initial two phases have been completed. Therefore, any bat presence / absence survey conducted next year (2022) is likely to be out of date by the time the development of the existing Carriage Shed commences. It has therefore been agreed with David Dutton GMEU Ecologist that the planning application can be approved on condition that a bat presence / absence survey is undertaken during the peak survey season immediately prior to the date of proposed repair and restoration works to the Carriage Shed.

The survey results will need to be submitted to the local planning authority (LPA) as part of the planning application conditions. In addition, if bats are found to be roosting within the building, further mitigation or compensation measures will be required and will need to be detailed in a bat method statement and submitted to and agreed with the LPA. It should be



noted that it is likely that these further measures will include an application for a European Protected Species (EPS) mitigation licence or Bat Mitigation Class Licence (BMCL) from Natural England, which can be completed once planning permission is granted.

4.2.2 Breeding birds

Due to the potential presence of breeding birds within the building, it is recommended that the works take place outside of the breeding bird season and should not be undertaken from March to August inclusive. If this is not possible and works need to take place during this period, a breeding bird nest check should be undertaken prior to the commencement of works by a suitably experienced ecologist and an ecological clerk of works appointed if considered necessary.



5 CONCLUSION

The Carriage Shed at Buckley Wells Locomotive Works provides low quality foraging and commuting habitats for bats in the proposed development area, with some potential roosting features observed within building. The surrounding area provides low to moderate quality habitat for commuting and foraging bats.

The quality of roosting habitats within the building on site is low and the building has been assessed as having low potential to support roosting bats. A single bat presence / absence survey is required in order to determine the species and numbers of bats which could potentially be roosting in the PRFs identified. This survey should be undertaken by an appropriately licenced ecologist during the peak bat survey season, May to August inclusive.

Works to the Carriage Shed will be delayed until Phase 1 and 2 have been completed and additional funding has been generated. The works that will occur as part of Phases 1 and 2 will not impact roosting bats, therefore no further surveys, compensation or mitigation is required to for these phases. However, works to the Carriage Shed will be preceded by a bat presence / absence survey conducted during the peak survey season immediately prior to the proposed start date of works. It has been agreed with David Dutton GMEU Ecologist that the planning application can be approved on condition that this bat presence / absence survey is undertaken closer to the date of proposed repair and restoration works to the Carriage Shed.

Due to the potential presence of breeding birds within the building, it is recommended that the works take place outside of the breeding bird season and should not be undertaken from March to August inclusive. If this is not possible and works need to take place during this period, a breeding bird nest check should be undertaken prior to the commencement of works by a suitably experienced ecologist and an ecological clerk of works appointed if considered necessary.



6 REFERENCES

Chartered Institute of Ecology and Environmental Management (2013). *Competencies for Species Survey: Bats*.

Collins, J. (ed.) (2016). *Bat Surveys for Professional Ecologists: Good Practice Guidelines*. (3rd ed.) The Bat Conservation Trust, London.

Ministry of Housing Communities and Local Government (2021). *National Planning Policy Framework*.

Mitchell-Jones, A.J. (2004). *Bat Mitigation Guidelines*. English Nature.

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APPENDICES

Appendix 1 – Aerial photographs



**Carriage Shed at Buckley Wells
Locomotive Works, Bury**

Close aerial photograph

 Development boundary





**Carriage Shed at Buckley Wells
Locomotive Works, Bury**

Wide aerial photograph



Site location





Appendix 2 – Photographs



Photograph 1 – The northern section of the south-eastern aspect, showing the single storey extension.



Photograph 2 – The middle section of the south-eastern aspect.



Photograph 3 – The southern section of the south-eastern aspect.



Photograph 4 – The south-western aspect, showing the two-storey extension.



Photograph 5 – The southern section of the north-western aspect.



Photograph 6 – The middle section of the north-western aspect.



Photograph 7 – The northern section of the north-western aspect.



Photograph 8 – The north-eastern aspect, showing the two-storey extension.



Photograph 9 – Example of gap from missing roof tile on the south-eastern aspect.



Photograph 10 – Example of gap under a ridge tile on the south-eastern aspect.



Photograph 11 – Gap behind the wooden bargeboard on the single storey extension.



Photograph 12 – Example of gaps within the brickwork on the south-eastern aspect.



Photograph 13 – Example of gap under a coping stone on the north-western aspect.



Photograph 14 – Damaged chimney on the north-western aspect.



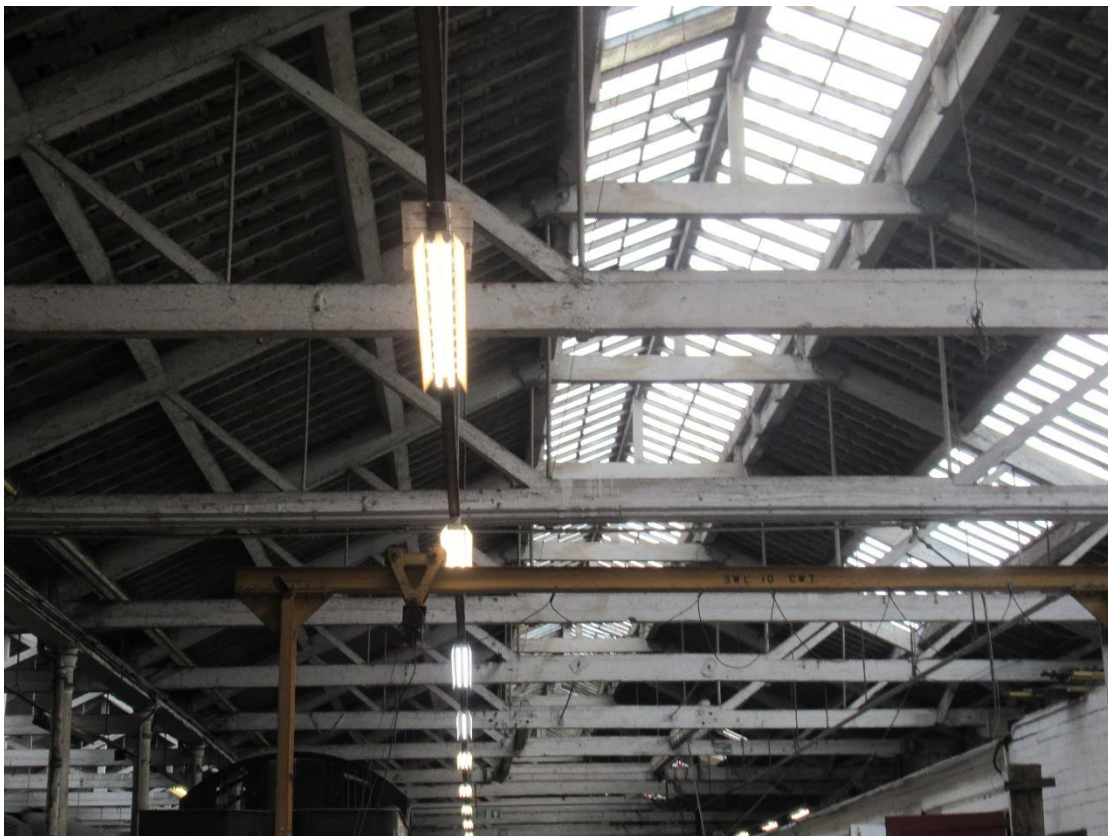
Photograph 15 – Inside of the building, showing no loft void and unlined roof.



Photograph 16 – Small section of modern breathable roofing membrane in the north-western section.



Photograph 17 – Small section of bitumen felt roof lining in the north-western section.



Photograph 18 – Showing the skylights all along the apex of the roof.



Appendix 3 – Statutory and planning context

Ecological assessments

Ecological assessments play an important part within the planning context; they include an initial assessment which highlights any specific interests of a site. From the initial site assessment, the surveyor assesses the suitability of habitats within the site to support protected species and makes recommendations for further survey works if required. The following paragraphs provide a brief interpretation of the legislative protection that is relevant to the findings of this report.

Bats

In the United Kingdom, all species of bat and their roosts are afforded full protection under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Amendment (EU exit) Regulations 2019 (known as the “Habitats Regulations”). The Wildlife and Countryside Act is the domestic implementation of the Convention on the Conservation of European Wildlife and Natural Habitats (the Bern Convention) and was amended by the Countryside and Rights of Way Act 2000. This makes it an offence to:

- Deliberately, intentionally or recklessly kill, injure or capture a bat
- Deliberately, intentionally or recklessly disturb a bat while it is occupying a structure or place that it uses for shelter or protection
- Deliberately, intentionally or recklessly damage, destroy or obstruct access to any place that a bat uses for shelter or protection (even if the bat is not present at the time)
- Keep, transport, sell or exchange, or offer for sale or exchange any live or dead bat, any part of a bat or anything derived from a bat

Under UK law, a bat roost is *any structure or place which any wild [bat] ... uses for shelter or protection*. As bats often reuse the same roosts, legal opinion is that a roost is protected whether or not the bats are present at the time of the activity taking place.

Penalties for offences include fines of up to £5000, plus up to six months imprisonment, for each offence committed.

If an activity is likely to result in any of the above offences, a licence can be applied for to derogate from the protection afforded. These licences must provide appropriate mitigation and are issued by Natural England.

A Natural England mitigation licence application requires a Mitigation Method Statement and, in many cases, a Reasoned Statement of Application. The Mitigation Method Statement contains details of the proposed mitigation works. The Reasoned Statement needs to provide a rational and reasoned justification as to why the proposed development meets the requirements of the Conservation (National Habitats & c.) regulations 1994, namely Regulations 44(2)(e), (f) or (g), and 44(3)(a).

The National Planning Policy Framework 2021 (NPPF) provides guidance on the interpretation of the law in relation to the natural environment and development.

The Natural Environment and Rural Communities (NERC) Act 2006 lists the following bat species as species of principle importance under Section 41:

- Barbastelle *Barbastella barbastellus*
- Bechstein's bat *Myotis bechsteinii*
- Noctule *Nyctalus noctula*
- Soprano pipistrelle *Pipistrellus pygmaeus*
- Brown long-eared bat *Plecotus auritus*
- Greater horseshoe *Rhinolophus ferrumequinum*
- Lesser horseshoe *Rhinolophus hipposideros*

Section 40 requires every public body in the exercising of its functions ‘have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity’ (all biodiversity and not just section 41 species and habitats); therefore making these bats a material consideration in the planning process and requiring a detailed ecological bat survey before planning permission can be granted.

Birds

All wild birds, their nests and young are protected throughout England and Wales by the Wildlife & Countryside Act 1981 (as amended). It is illegal to kill, injure or take any wild bird, or damage or destroy the nest or eggs of breeding birds. The legislation applies to all bird species, common and rare.

In addition to the protection afforded to all wild birds, more vulnerable species listed on Schedule 1 of the Act receive enhanced protection when breeding. Schedule 1 species, including their dependent young, are protected from intentional or reckless disturbance whilst at or near the nest, in addition to the protection afforded the more common species.

The NERC Act offers further protection to the nests of some species that regularly re-use their nests, even when the nests are not in use.

The leading governmental and non-governmental conservation organisations in the UK have reviewed the population status of 244 UK bird species. "Birds of Conservation Concern 4: the Red List for Birds" is the most recent publication summarising their findings. Three lists, Red, Amber and Green, have been produced based on the most up-to-date evidence available and criteria include conservation status at global and European levels and, within the UK: historical decline, trends in population and range, rarity, localised distribution and international importance. These lists are a valuable resource when considering conservation priorities.

Planning policy

National Planning Guidance is issued in the form of the National Planning Policy Framework 2021 (NPPF). The most relevant section is 15: Conserving and enhancing the natural environment.

Key relevant principles stated in 15: Conserving and enhancing the natural environment are;

- 174.** Planning policies and decisions should contribute to and enhance the natural and local environment by:
- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
 - b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
 - c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;
 - d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and
 - f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 179.** To protect and enhance biodiversity and geodiversity, plans should:
- a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity⁶¹; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation⁶²; and
 - b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity
- 180.** When determining planning applications, local planning authorities should apply the following principles:

- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;
- c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁶³ and a suitable compensation strategy exists; and
- d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.