

WOODLANDS SERVICE STATION, FLEETWOOD

Preliminary Bat Roost Assessment Report

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1. INTRODUCTION

1.1. SCOPE & PURPOSE

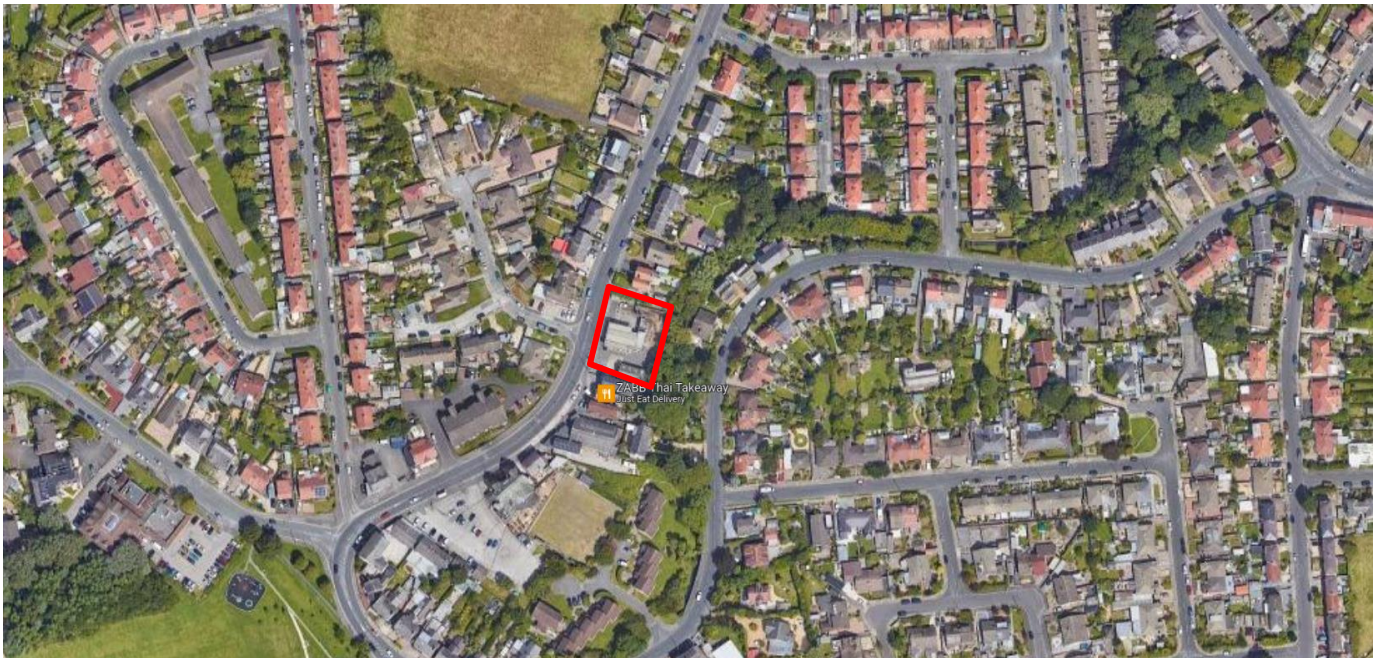
1.1.1. Collington Winter Environmental Ltd was commissioned by Penny Petroleum to undertake a Preliminary Roost Assessment (PRA) at 132-138 Fleetwood Rd N, Thornton-Cleveleys FY5 4BL. This report has been produced to inform planning permission for at the site.

1.1.2. The author of this report is Katie Brewer, Assistant Ecologist at Collington Winter and this report has been supervised by Katie Bird MEnvSci, ACIEEM Principal Ecologist at Collington Winter Environmental Ltd. Katie is highly experienced managing schemes and has produced many ecological reports to inform planning management plans.

1.2. LOCATION

Please refer to Figure 1.1 for the site location. The site is located in Thornton Cleveleys.

Figure 1.1 Site Location



1.3. OBJECTIVES

1.3.1. The objectives of the PRA are as follows:

- Identify any areas of bat roosting potential within the building
- Assess the value of the building for roosting bats
- Search for signs of bats
- Provide recommendations on any further surveys or mitigation required for bats

2. METHODOLOGY

2.1. DESK STUDY

2.1.1. An initial desk-based assessment of the site was undertaken to collate baseline data. The desk study included:

- Review of aerial and OS maps for habitat information.
- Review of potential habitat links on and off site, to determine the potential zone of influence of the proposed development.
- Locations of granted European Protected Species Licences (EPSL) within 5 km of the site based on consultation with magjc.gov.uk.

2.2. PRELIMINARY ROOST ASSESSMENT

2.2.1. A Preliminary Roost Assessment (PRA) of the site was undertaken on 23rd August 2023 and 31st August 2023 by Andrew Talor MSc (Hons), Graduate Ecologist at Collington Winter Environmental Ltd. This was overseen by Katie Bird MEnvSci, ACIEEM Principal Ecologist who holds a Class II Bat Licence (Reference: 2020-48950-CLS-CLS).

2.2.2. The survey was undertaken following guidance set out in Collins (2016). This includes undertaking a detailed internal and external inspection of any features to compile information on potential roosting features (PRFs) and potential access points. A search for field signs of bats (i.e. droppings, urine stains and feeding remains) was also completed. The use of binoculars and torches assisted with the survey.

2.2.3. The building was assessed as per categories listed in Table 4.1 Collins (2016) and reproduced in Table 2.1.

Table 2.1 Assessment Criteria for Bat Roosting Potential

Bat Roosting Potential	Description
Negligible	Negligible features on site likely to be used by roosting bats.
Low	A structure with one or more potential roost sites that could be used by individual bats opportunistically. However, these potential roost sites do not provide enough space, shelter, protection, appropriate conditions and/ or suitable surrounding habitats to be used on a regular basis by larger numbers of bats.
Moderate	A structure or tree with one or more potential roost sites that could be used by bats, but unlikely to support a roost of high conservation status.
High	A structure or tree with one or more potential roost sites that are obviously suitable for use by larger numbers of bats on a more regular basis and for longer periods of time.

2.3. SURVEY LIMITATIONS

2.3.1. No limitations were observed during the survey.

3. SURVEY RESULTS

3.1. DESK STUDY

- 3.1.1. The site is located approximately 1.9km east from Cleveleys town centre and is located within a predominately residential area. The site is located approximately 0.2km from King Georges playing fields which consists of grassland fields, woodland, treelines and bodies of water. It is anticipated that these areas will support local bat populations and may provide nearby roosting opportunities. The River Wyre is located approximately 1.6km northeast from the site boundary and a stream is located adjacent to the eastern aspect of the site which may provide linear commuting features and foraging opportunities. Overall, there are habitats within the local area which may support local bat populations.
- 3.1.2. The following EPSLs were located within 5 km of the site based on consultation with Magic.gov.uk:
- 2017-28687-EPS-MIT - located approximately 0.9km north from the site boundary which allowed for the destruction of a resting place for common pipistrelle (*Pipistrellus pipistrellus*) between 2017 – 2018.
 - 2014-3606-EPS-MIT - located approximately 2.5km northeast from the site boundary which allowed for the destruction of a resting place for soprano pipistrelle (*Pipistrellus pygmaeus*) and brown long-eared bat (*Plecotus auritus*) between 2014 – 2016.
 - EPSM2011-3869- located approximately 4.4km southeast from the site boundary which allowed for the destruction of a resting place for common pipistrelle between 2013 -2012.
 - 2018-38377-EPS-MIT - located approximately 4.5km northwest from the site boundary which allowed for the destruction of a resting place for common pipistrelle and natterers bat (*Myotis nattereri*) between 2019 – 2024.

3.2. PRELIMINARY ROOST ASSESSMENT

- 3.2.1. The site consisted of a total of four buildings which included a service station, MOT garage, a car wash area and a small shed.
- 3.2.2. The service station is an active shop which internally consists of a flat roof and there was no roof void present within the internal aspect of the building. The ceiling was well sealed throughout, the walls were all vaulted and well-sealed throughout the internal aspect. There were no roosting opportunities identified and no droppings or feeding remains were identified throughout. The eastern aspect of the building consisted of large glass windows and doors; a shutter was identified above this area which keeps the building well sealed when closed. The external aspect of the building consisted of red brick walls throughout which were all well sealed with no gaps or crevices identified throughout the external aspect. The roof was a flat roof with limited visibility however, this was thoroughly inspected internally, this was all sealed and the roof did not provide any roosting opportunities. The fascia boards were slightly rotten along the northern aspect of the building however they did not create any gaps to support roosting bats. The remainder of the external aspect consisted of a BP petrol station which is currently active. This provided **negligible** bat roosting potential.
- 3.2.3. An MOT garage was located on the southern aspect of the site. Internally this consisted of one large room, with then small office areas located on the eastern aspect of the building. The large MOT garage consisted of a corrugated metal roof with glass windows and supporting metal beams along the roof. There was no loft void present throughout the MOT area, a total of two gaps were identified. One gap was located on the apex of the eastern aspect and allowed internal access, the second was above the wooden boards located on the western aspect of the building, this did provide internal access into the building. The majority of the wooden boards internally were well sealed however, small gaps were identified along the bottom of the boards which were identified as PRF's. Part of the wooden boarding was lifted away from the wall. This was identified as a PRF. The remainder of the large MOT room was well sealed and did not provide any further access points or roosting features. There were no bat droppings or feeding remains identified within the MOT area. The office spaces located on the eastern aspect of the building consisted of brick walls with a flat roof with supporting metal beams. These were all well sealed throughout and there were no access points identified throughout these rooms. There were no PRF's throughout the office spaces of the building which could support roosting bats.
- 3.2.4. Externally all doors and metal shutters were in good condition and there were no gaps or crevices identified along these features. The corrugated metal roof located over the large MOT area was well sealed externally apart from two gaps on the eastern and western ends of the roof which was also visible on the internal inspection of the



building. The brick work surrounding the building was all well sealed and there were no gaps or crevices identified throughout the brick work. The flat roof located above the office areas also had limited visibility however, the flat roof internally it was all well sealed and there were no gaps identified throughout the office spaces. The presence of gaps allowing external access and PRFs relating to the wooden boards on the western internal aspect provided **Low** bat roosting potential.

3.2.5. A car wash area was located adjacent to the eastern aspect of the service station, this consisted of one single sheet metal storage unit and one breeze block room which was open with no door. The metal storage unit was all well sealed and did not provide any access points, internally this consisted of metal sheets, this was all sealed with no PRF's identified throughout the storage room. There were no bat droppings or feeding remains identified within this unit, it provided **negligible** bat roosting potential. The smaller breeze block room consisted of well-sealed brickwork on the internal aspect and a flat wooden panel roof, supported by wooden beams. This was all well sealed and there were no gaps or crevices identified within this room. This provided **negligible** bat roosting potential.

3.2.6. One wooden shed was located on the northern aspect of the site this was a sealed room that did not provide any access points for local bat populations. All wooden panels were all well sealed together and did not provide any PRF's along the external aspect. There were no PRF's identified within the wooden shed and was assessed as providing **negligible** bat roosting potential.

3.2.7. Please refer to Table 3.1 for photographs.

Table 3.1 Building Photographs

Feature	Photograph
Petrol Station	
Internal aspect of the petrol station shop	

External aspect of MOT garage with hole circled.



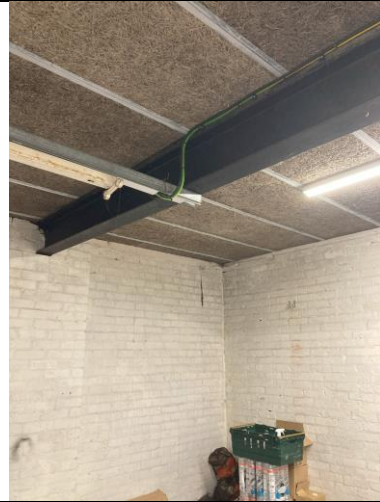
Internal aspect of MOT area. Wooden boards located on western aspect provide PRFs



PRF's along the wooden boards.



Office area located adjacent within MOT area.



Two storage areas in association with the car wash.



Shed associated with the car wash



3.3. SUMMARY

3.3.1. The following survey identified PRFs and potential external access points in relation to the wooden boards and gaps at both ends of the apex of the MOT garage roof. As such, the MOT garage building was assessed as having **low** bat roosting potential.

3.3.2. The survey identified no PRFs relating to the service station forecourt, shop or car wash area. As such these buildings were assessed as having **negligible** bat roosting potential.

4. RECOMMENDATIONS

4.1. FURTHER SURVEYS

- 4.1.1. The service station forecourt, shop or car wash area were assessed as having negligible bat roosting potential. As such no further surveys or mitigation relating to roosting bats is deemed necessary for the development to proceed.
- 4.1.2. The MOT building was found to provide low bat roosting potential and therefore, in accordance with Best Practice guidance (Collins, 2016) a minimum of **one further nocturnal survey** should be undertaken between May-August (inclusive) to determine usage by roosting bats.
- 4.1.3. The results of the further surveys will determine if any mitigation is required for roosting bats. If roosting bats are located within any of the buildings, a Natural England Mitigation Licence may be required for development to proceed. The Licence can only be obtained once planning permission has been granted and all wildlife conditions discharged. However, the bat emergence surveys must be undertaken prior to planning permission being applied for as they are a material consideration.

4.2. LIGHTING MITIGATION

- 4.2.1. Construction lighting should not be directed towards retained and surrounding habitats. The construction lighting will impact bats which are sensitive to light. Directional lighting will be achieved by angle and orientation of beam, use of a cowl, louvre or other light shield, or a combination of these.

5. SUMMARY

- 5.1.1. Low bat roost suitability was assigned to the MOT building due to evidence of PRFs during the PRA. One emergence or re-entry survey is to be completed in order to confirm if a bat roost is present and whether further mitigation is necessary.
- 5.1.2. **It is recommended that no works to the building is completed until the further surveys are carried. If works proceed without the further surveys, there is a risk of breaching relevant legislation.**

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