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manchester airport

PART OF M.A.G

20th March 2013

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PLANNING AND BUILDING CONTROL
21 MAR 2013

Dear Julie

DEVELOPMENT AT MANCHESTER AIRPORT
ERECTION OF BAT-BARN ON LAND AT OAK FARM IN RELATION TO DEVELOPMENT APPROVED BY 100263/OO/2012/S2.

This letter accompanies a Planning Application (attached) that is for a bat barn on land at Oak Farm. The content of this letter is intended to form the planning statement and design and access statement to accompany that application. The following plans and documents are also attached:
Plan 1: Site Edged Red / Land Edged Blue;
Plan 2: Bat Barn Design & Specification;
Plan 3: Bat Barn within Landscaped Setting;
Oak Farm Bat Survey October 2012.

The correct fee for the application has been submitted by electronic transfer.

Planning Statement

Pursuant to Permission 100263/OO/2012/S2 an Environmental Statement was prepared and the Ecology and Nature Conservation chapter identified the potential impacts upon a range of ecological and nature conservation receptors.

Bat surveys in the area identified potential bat roosting sites in the buildings at Oak Farm and Oak Cottages, but at the time no evidence of roosts was found and emergence surveys concurred. The various trees across the site were assessed as having the potential to provide roosting sites but detailed surveys of individual trees were not undertaken. However, transect studies were undertaken that did identify bat foraging activities were evident around the buildings and along the hedgerows (although it was recognised that

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the hedgerow network was extensive within the development site and the habitat within the wider site is improved grazed pasture which does not provide optimal foraging habitat for bats).

It was deemed therefore that the application site was of only local importance to foraging / commuting bats and that the mitigation proposed in the Landscape and Ecological Mitigation Zone and the roosting facilities to be designed into the buildings would result in a neutral effect on the bat population.
Since the Environmental Statement was prepared and submitted additional survey work has been undertaken and has actually identified a roost within the Oak Farm buildings complex and so additional measures are now being proposed that seek to appropriately mitigate for the effects on this roost. These works are dependent upon the granting of a Licence from Natural England, but do involve development in the form of a compensatory bat-barn. A copy of the survey has been attached.

M.A.G has a track record of the provision of such facilities and through its Landscape and Habitat Management Plan has managed these to the point where they are held up as exemplars of their type. M.A.G is seeking to replicate the approach and design of this new bat-barn and its management will be incorporated into the wider Landscape and Habitat Management Plan regime.

It is to be provided in an area of landscape mitigation (the wider scheme of which is required to be approved by means of discharge of Condition 20 attached to the aforementioned consent). This area has been specifically designed to provide a suitable habitat for the bat species, by enhancing their foraging corridors and commuter routes and providing screening for the bat-barn itself.

The design of the barn will be as follows:

- **External walls**: to be faced with reclaimed brickwork build in English bond (bricks to be clean and sound); 365mm overall wall thickness of reclaimed brickwork and hollow concrete blockwork (no insulation in 60mm cavity); wall ties at 900mm centres every third brick course; new brickwork below DPC, DPC to BS 743; mortar designation (iii) (1:1:6).
- **Gable ends**: 50 x 50 studwork with 19mm WBP plywood on both sides with 100mm insulation board attached to the inside (Celotex or similar). *North facing gable*: 125 x 19mm timber shiplap on 38 x 25 battens; *East and west facing gables*: stud work as above but covered in 25mm elm Waney-edge boards; *South facing gable*: to have 250mm x 150mm sand faced tiles (brown) on 38 x 25mm battens fixed to studwork as above.
- **Foundations**: depth minimum 900mm below ground level; 200mm thick 750mm wide strip foundation c20/20 concrete.
- **Ground Floor**: 600mm sand binding on 160mm hardcore fully compacted.
- **Drainage**: gravel trench around building 500 x 200mm deep with 25mm S G stone; 100mm HR gutter and 65mm downpipe.
- **Roof**: 150 x 50mm SC3 rafters at 400mm centres; 4 number 150 x 50mm SC3 ceiling joists bolted at both sides of the joist; provide 38mm diam toothed connector plates; 200 x 38mm ridge boards; joists to be BAT strapped to 100 x 75mm wall plate at 400mm centres; wall plate to be strapped down to wall at

1800mm centres with 1000 x 50 x 6mm Galvanised MS straps screwed to timber and plugged and screwed to brick work; 38 x 25mm tantalised battens on bitumastic / hessian based roof graded felt; Eternite slates (black) fixed to manufacturers specification with half round ridge tile embedded in cement mortar; barge boards 150 x 32mm softwood; soffit 12mm WBP ply.

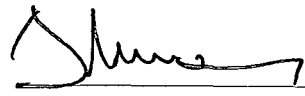
- **Partitions:** insulating walls to be built beneath all ridge boards comprising 100mm Celotex or similar; all new timbers to be vac-vac treated or similar with only chemicals approved by Natural England; form loft access through ceiling between joists; ceiling to be 6mm Viroc or similar.
- Note: all the bat roosting areas in gables and in roof and ridges as well as access to hollow walls will be supervised by the bat specialist; small holes will be created through the various sections to allow bats to move around but not inhibit through draughts.

The site is within an area designated within the Manchester Core Strategy (July 2012) as Airport Operational Area. It is not in the Green Belt. Permission was granted for an Airport related development in December 2012, reference above. Work to discharge Conditions attached to that consent and the submission of Reserved Matters is on-going, but to undertake work that does not classify as development but which shall require Prior Notification of Demolition and that will be required to achieve a Licence from Natural England for works affecting a protected species, it is necessary to submit this application.

In terms of design, the scheme is recognised as an exemplar by Natural England having been successfully deployed as part of the Runway 2 scheme. Access is restricted to those holding Licences to handle protected species and so it is inappropriate to apply the usual development access requirements. Access to the barn for on-going maintenance and survey purposes will be through managed field access. A public footpath runs close to the development but access from this will be restricted by means of a post and wire fence, again details of which will be provided by means of condition 20 of the aforementioned approval.

I commend this application to you and hope that you are able to see fit to approve it to ensure that conditions for protected species are maintained and enhanced.

Yours sincerely



Andrew Murray
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