Environmental Report – Baysgarth School Race Track, Barton Upon Humber

Baysgarth School

664608

July 2025

RSK GENERAL NOTES

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Introduction

RSK Environment Limited has been commissioned by Baysgarth School to produce a report to aid in the planning application for a proposed test racetrack within a current playing field.

This report covers a summary of the main environmental aspects associated with the development of a purpose-built racetrack within the grounds of Baysgarth School, Barton-Upon-Humber, North Lincolnshire, DN18 6AE (Figure 1).

Statutory Guidance and Best Practice

All site works shall be undertaken in compliance with all applicable legal and regulatory requirements. It is the full responsibility of the Principal Contractors to ensure that their works do not contravene legal requirements.

Baysgarth School and associated contractors shall comply as necessary with the Construction (Design and Management) Regulations 2015 (CDM) and shall comply with all applicable pollution control regulations, in which case Baysgarth School shall obtain and keep current any necessary consent, authorisation, approval or permission.

Baysgarth School shall, where relevant, undertake construction works in accordance with current guidance and best practice, including:

- Environmental Good Practice on Site Guidance (C811, Fifth edition, Ciria, 2023);
- National Planning Policy Framework 2023;
- Land Use Planning and Development Control: Planning for Air Quality – Guidance from Environmental Protection UK and the Institute of Air Quality Management for the consideration of air quality within the land-use planning and development control processes – January 2017;
- British Standards 5228-1:2009+A1:2014: 'Code of Practice for Noise and Vibration Control on Construction and Open Sites – Noise';
- Institute of Lighting Professionals. Guidance Notes for the Reduction of Obtrusive Light. ILP GN01:2011; and
- Pollution Prevention Guidance set out at https://www.gov.uk/guidance/pollution-prevention-for-businesses.

Overview

The development site is located within the Baysgarth school grounds, Barton-Upon-Humber under the local authority of North Lincolnshire Council (NLC). The site is bounded by residential properties along Barrow Road (A1077) to the north, residential properties along Caistor Road to the west and south, and properties along Meadow Drive to the east. Beyond the southern and eastern properties, lies mainly agricultural land.

Over the last six years, the design engineering team at Baysgarth School has championed Greenpower, which has made a significant impact on the landscape by providing their learners with a unique STEM initiative driven by a desire to raise the profile of the STEM field subjects for the new generation of learners. This initiative has led the learners at Baysgarth to design and build Greenpower electric kit cars since 2018, gaining hands-on science, maths and engineering skills and treating the whole project as if they were a professional race team, helping the school become the Centre of Excellence in the process.

As a result, the school plan to create a test racetrack encircling the lower field at Baysgarth School. This resource enables in-depth testing for learners to collect data for analysis in their decision making for race day's and to also have the track host Greenpower Goblin events for primary-age learners. As well as enhancing the skills of the area's children, the track will also become a useful resource for the wider community. In keeping with the green theme, the track is planned to be constructed using recycled plastics.

The site masterplan (Figure 2) provided by the client illustrates a three-metre-wide track which will encircle part of the school field, with metal palisade fencing planned at the boundary to the northwest section and wooden boundary fencing to the southwest section, where the nearest residential properties along Nightengale Road are located.

As part of the planning application, surveys into the impact of the racetrack were requested for:

- Noise
- Ecology
- Hydrology and Floor Risk Assessment
- Biodiversity
- Geoenvironmental (Phase 1 survey)

Summary of Environmental Issues:

Noise:

A noise report was carried out by RSK Acoustics to assess the impact of the noise from the operational race track on sensitive receptors. The noise monitoring comprised of an unattended baseline noise survey undertaken from 28 March 2025 to 03 April 2025 utilising two measurement positions (UL1 and UL2), chosen for a six day-long monitoring period, representative of the nearest NSRs. Additionally, to capture the noise data from a race kit car, an attended noise survey was undertaken on Thursday 05 June 2025 where measurements were recorded to capture the noise emissions of a typical race kit car in action and when idling at full throttle capacity.

Based on the information provided from the survey, research and modelling, no acoustic corrections are deemed necessary when assessing the proposed test track development. Therefore, the rating level, as described hereafter, is noted to be equal to the specific sound level for this assessment. Due to the nature of the cars involved on the racetrack, vibration is not perceived to be an issue and therefore has been discounted from scope.

Ecology:

Biosensus carried out an environmental assessment of the works including a site walkover (2nd April 2025) and review of the proposed developments. The site mainly comprises open grassland of various species and isolated trees. One tree will require removal for the proposed plans to be implemented. It is recommended that the felling of the single Willow tree on site takes place outside of the bird nesting season, from March to August inclusive. If this is not possible and felling is required to take place within this period, then the tree must be checked for the presence of nesting birds by a suitably qualified Ecological Clerk of Works (ECoW) a maximum of 48 hours prior to felling, in order to confirm the absence of any active birds nests.

As the site is suitable for commuting and foraging bats, it is recommended that the proposed development results in no net increase in ambient light levels in the wider landscape. Any lighting incorporated into the operational design should be directed away from tree lines and designed to minimise light spill (the aim should be for zero lux).

Hydrology and Flood Risk Assessment

The proposed development site lies in an area designated by the EA as Flood Zone 1 and is outlined to have a chance of flooding of less than 1 in 1,000 (<0.1%) in any year from fluvial sources. The site also has no risk of flooding from any other source. The proposed development is classified as 'water compatible' and is therefore considered

appropriate within Flood Zone 1 without application of the Exception Test. Overall, considering various sources of flooding, the development of the site should not be precluded on flood risk grounds.

Biodiversity

The proposed development will lead to the loss of modified grassland and an urban tree. However, to compensate and offset for these impacts, the proposed development will create urban trees and also result in the enhancement of modified grassland to traditional orchard and other neutral grassland. Onsite, the proposed development will result in an 7.31% net loss in area habitat BUs.

No hedgerow or watercourse modules are present onsite.

When offsite habitat interventions are considered, the proposed development delivers a 11.82% net gain in area habitat BUs.

The trading rules associated with the Metric have therefore been met for area habitats. Detailed information on habitat management and monitoring will be set out in a HMMP, which will be prepared following the grant of planning permission. Accordingly, this BNG assessment does not include specific management proposals for retained, created, or enhanced habitats at this stage. Biodiversity improvements will be assessed and developed between the sites proposed at Baysgarth School and their associated academy, Bowmandale Primary.

Geoenvironmental (Phase 1 report)

The key findings of the geoenvironmental assessment are as follows:

- The area of the proposed development is surfaced with grass, and there has been no recorded construction or demolition on the site.
- A historic landfill has been recorded in the environmental checklist to the south of the site of the proposed development. The historical maps have no reference to a landfill and could imply infilled land used to raise the topographical levels of the playing fields.
- Based on the nature of the proposed track on site, it is unlikely that there are any potentially completed contamination pathways.
- Based on the preliminary risk assessment, an unacceptable risk to human health or controlled water associated with onsite sources is considered unlikely. Therefore, further work is not recommended.
- Should unforeseen contamination be encountered during redevelopment, then specialist advice should be sought to determine the appropriate course of action.

Overall Summary

The current proposed development does not appear to have significant environmental impacts with regard to the assessed impacts. The nature of the development will have limited impact on nearby receptors, including people and environment.

Figure 1 Site location plan

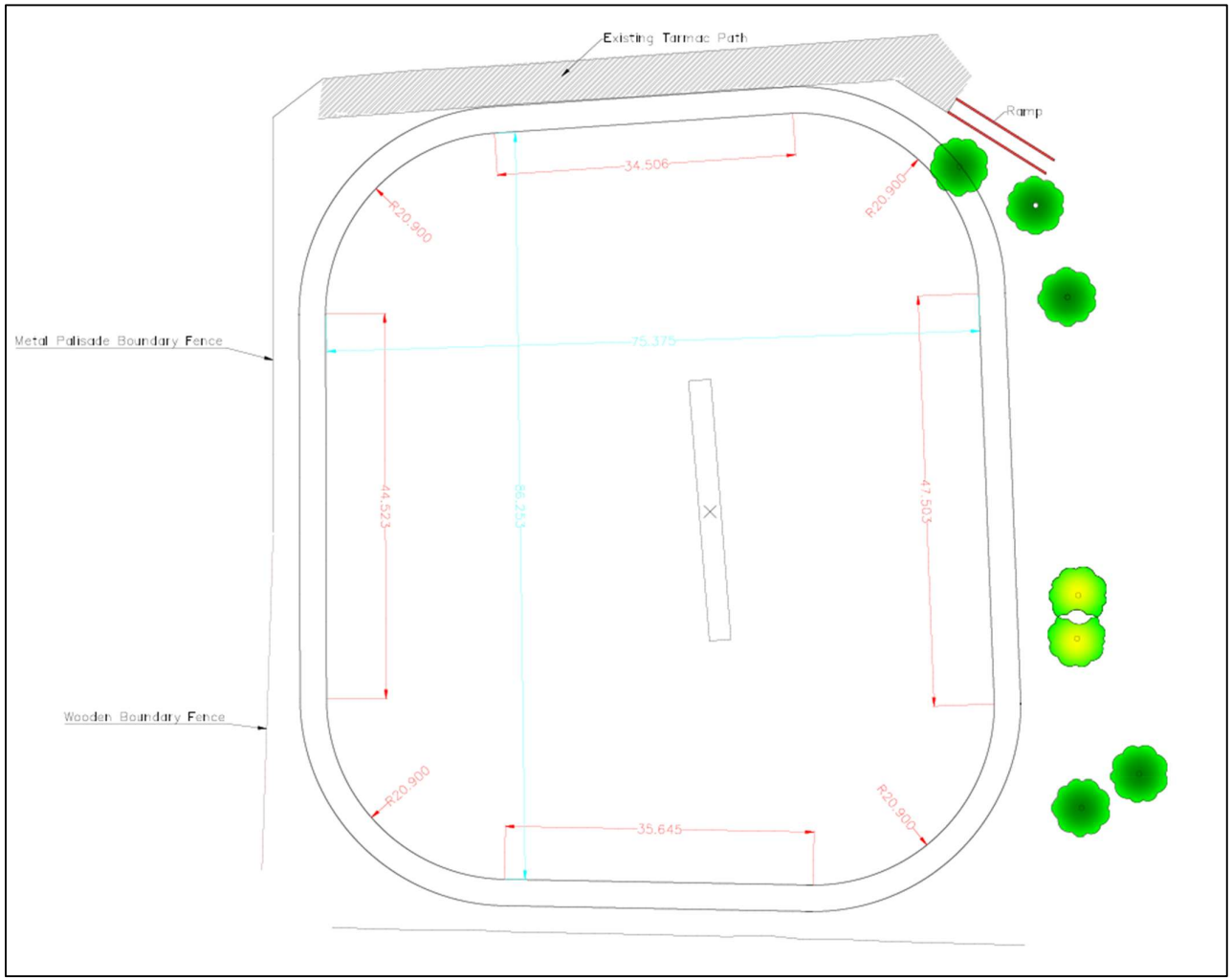

Figure 2 Proposed site layout