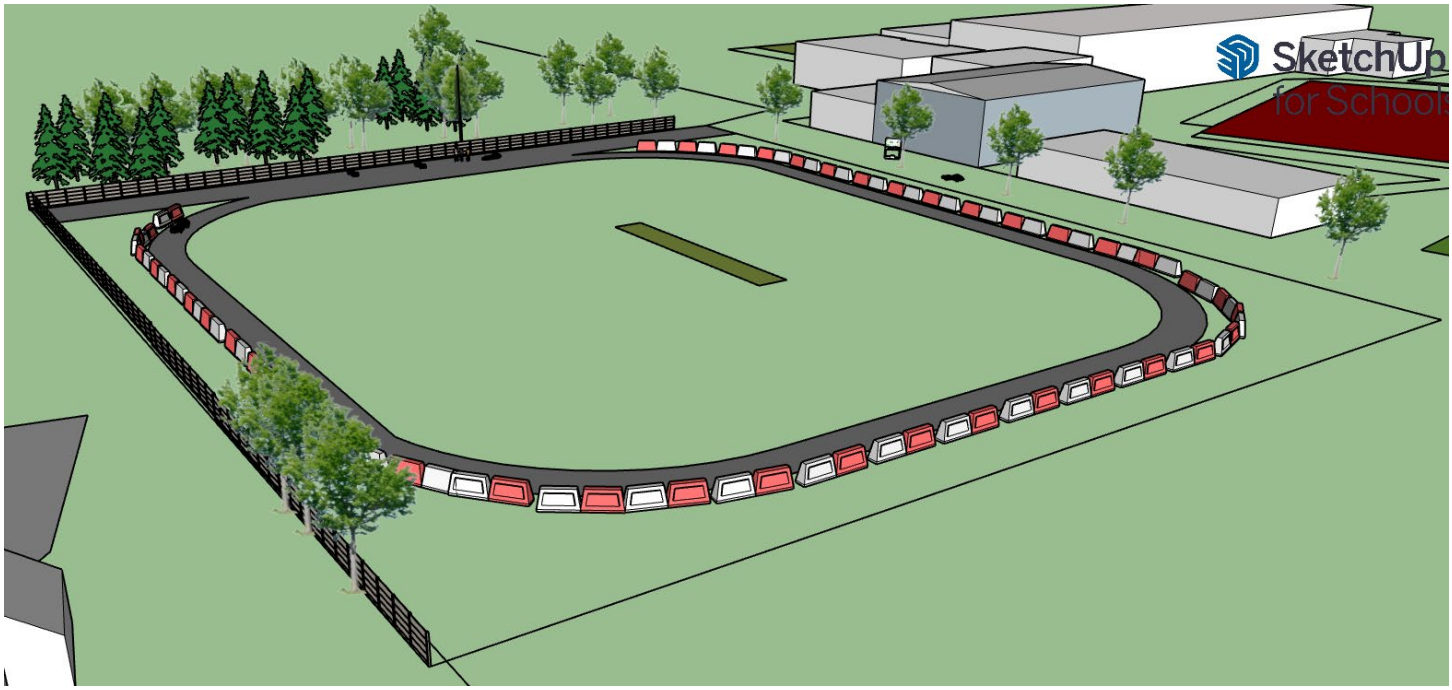
Planning Statement

Baysgarth Test Track



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Introduction

This planning statement has been produced by North Lincolnshire Council in conjunction with Baysgarth Secondary School in support of the full planning application that has been submitted to North Lincolnshire Council's Planning Department in relation to the development of a Test Track for Greenpower Electric Cars at the site of Baysgarth School, Barrow Road, Barton-Upon-Humber, DN18 6AE.

The purpose of this project is to provide students with a dedicated facility to design, build, and test their electric vehicles, fostering STEM education and promoting sustainable practices.

The planning statement should be read in conjunction with the documents submitted as a part of the application. The supporting technical and environmental documents included within the application are as follows:

- Application Form
- Design & Access Statement
- Drawings
- Noise Assessment
- Flood Risk Assessment
- Environmental Statement
- Ecological Report
- Biodiversity Metric

The purpose of this planning statement is as follows:

- To describe the site and surrounding area.
- To identify relevant previous planning decisions relating to the site.
- To identify statutory and local planning designations relating to the site.
- To provide a summary of the proposal.
- To summarise pre application engagement.
- To summarise other documents submitted in relation to the application.
- To consider local and national planning policy/guidance

Application Site and Surrounding Area

The application site (Figure 1) is situated within the curtilage of the Baysgarth Secondary School boundary, in Barton-Upon-Humber, specifically on a part of the school's field.

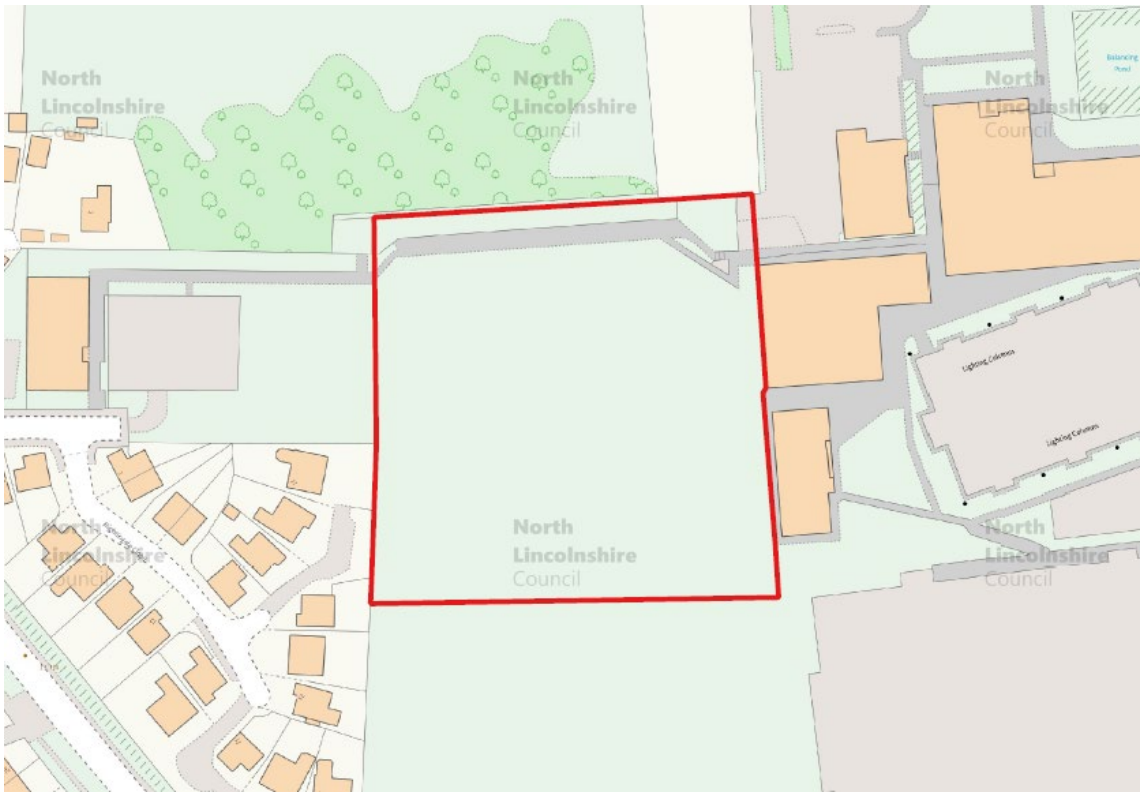

Figure 1, Site location plan

The application site area is approximately 1.05 hectares and is located on the lower part of the school field, to the West of the school building itself.

To the West of the application site sits an unused building that was once part of the school, as well as some residential properties on Nightingale Close.

The school playing field continues to the South of the application site which will retain its current use.

To the North of the application site, there are large trees which are situated at the rear end of Bardney Hall, Whitecross Street. These trees are separated by a boundary fence running along the boundary of the school grounds. There is also an existing footpath to the North of the application site which connects the site to the main area of the school.

Vehicular access to the site will be via the regular entrance gate on Barrow Road, utilising the school's main car park when parking is necessary.

Pedestrian access will be provided via the existing pathway and access ramp adjacent to the sports hall entrance, which is fully accessible for individuals with disabilities. Additional signage will be installed to enhance the current signage in this area.

As the site location is within the curtilage of the school's boundary, most users will be members of the school and shall have access using existing footpaths from the school to the field.

The site is not within a Conservation Area and is not near to any Listed Buildings.

The application site is within Flood Zone One on the Environment Agency Flood Zone Maps, and as such, is at the lowest risk of a flood event.

Site and Planning History

When undertaking a search for the planning history at the application site, a number of applications have been highlighted. These are all in relation to the expansion and improvement of Baysgarth Secondary School, and are as follows:

- PA/2020/576 - Planning permission to erect single-storey extensions to create additional space in dining room/kitchen and dance studio - Granted 29th June 2020.
- PA/2020/576 - Planning permission to erect single-storey extensions to create additional space in dining room/kitchen and dance studio - Granted 29th June 2020.
- PA/2016/1631 - Full Planning Permission with conditions - Planning permission for installation of multi-use games area incorporating flood lighting, storage container, boundary treatments and associated works - Granted 05 April 2017
- PA/2015/1241 - Conditional Full Planning Permission - To construct a new-build changing room facility and for the provision of a skate park and two netball courts within the school grounds. - Granted 30th November 2015.
- PA/2014/1301 - Conditional Full Planning Permission - To construct a new build secondary school to accommodate 960 pupils on the same site as the existing school. The current school buildings will be demolished following decant into the new building. - Granted 11th March 2015.
- PA/2007/1009 - Conditional Full Planning Permission - To construct an all weather multi-purpose games area and the erection of 8 no. 10 metre high floodlights. - Granted 9th August 2007.
- PA/2004/1080 - Conditional Full Planning Permission - To erect floodlit multi-use games area and extension to sports hall. - Granted 6th September 2004.

Proposal

Over the past six years, Baysgarth Design Engineering team has championed Greenpower and made a significant impact on the landscape. Having been recognised as a Centre of Excellence two years ago, the school has cultivated a real passion for STEM (Science, Technology, Engineering and Mathematics) and sustainable energy, whilst providing students with some phenomenal experiences, including attending the Internationals Finals at the iconic Silverstone track & Goodwood Motor Circuit.

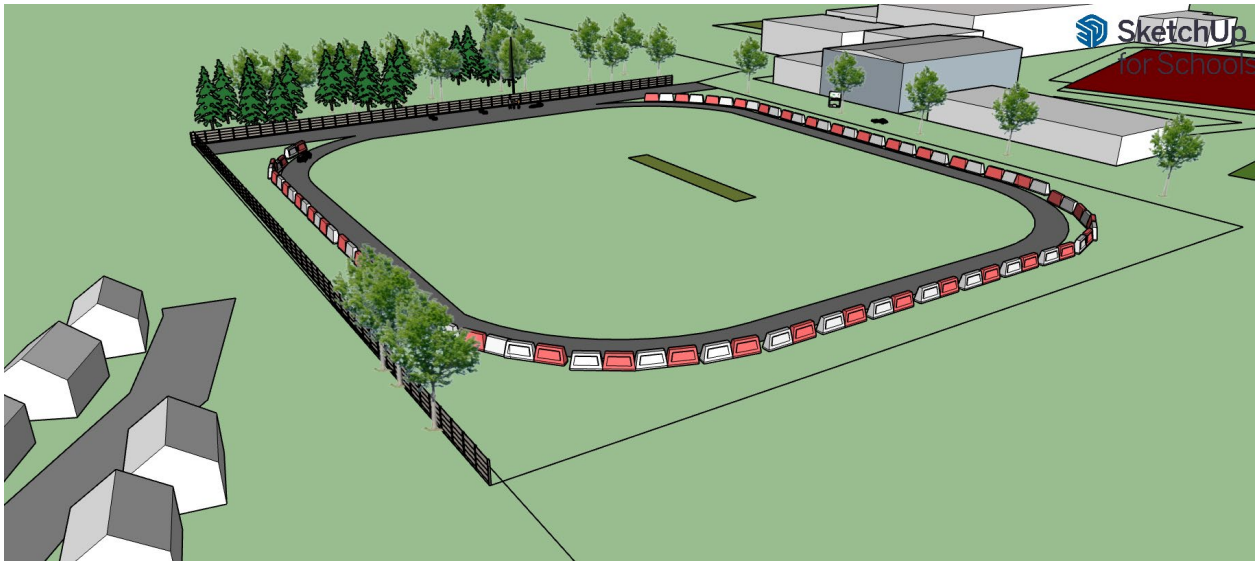

Figure 2, Indicative layout of proposal

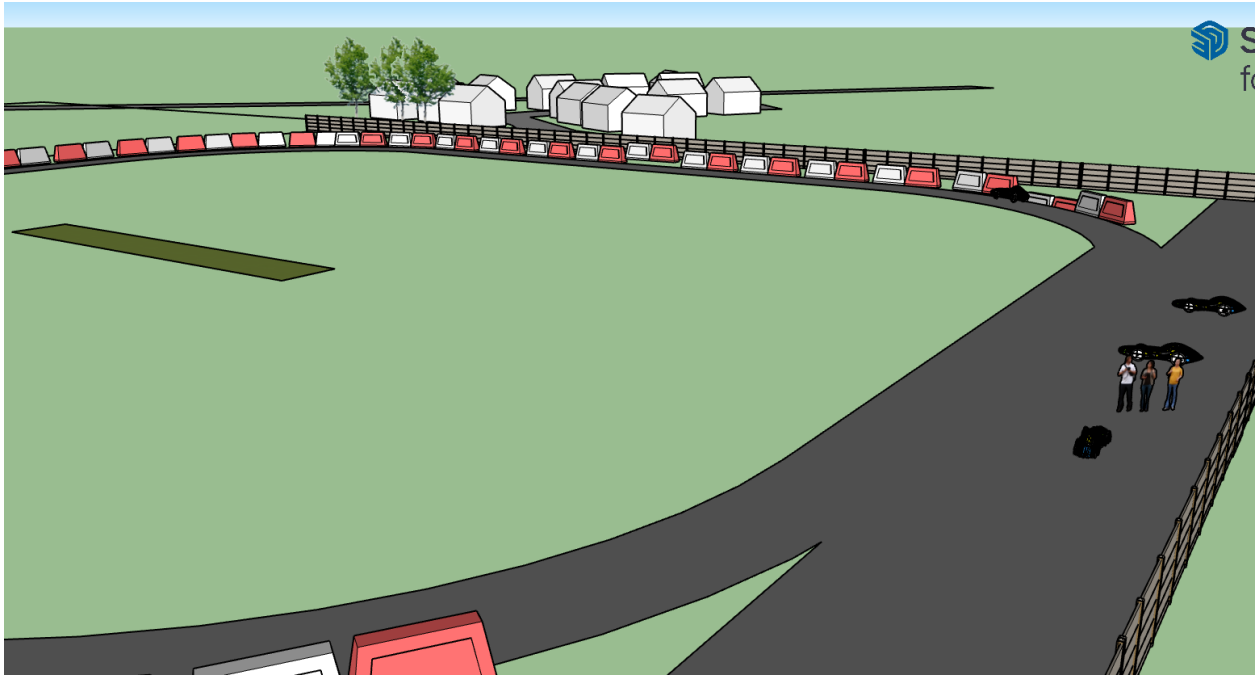

Figure 3, Indicative layout of proposal

Baysgarth Secondary School hopes to deliver the United Kingdom's First School Test Track to provide their students with ongoing opportunities to develop their knowledge and skills in STEM subjects, as well as enhancing their physical education (PE) facilities as the track will hold a dual use for track sports too.

The primary purpose of the test track is to support the Greenpower Education Trust's initiative by offering a safe and controlled environment for students to test their electric cars, that will be designed and built by the students themselves. The key objectives of the project are as follows:

- To enhance STEM education at Baysgarth School through hands-on learning experiences.

- To promote sustainability and environmental awareness among students and the wider community.
- To provide a venue for Greenpower events.

Site layout and design

The track will be located within a section of the school's current sports field, carefully designed to maximise space efficiency while ensuring that ongoing school activities remain unaffected.

The proposed test track will be 312 meters in length from start to finish, with a width of 3 meters.

The track will be constructed using sustainable materials consisting of a plastic supplement for tarmac, and the tarmac material uses less raw material due to the plastic additive. The plastic used is sustainably sourced and recycled, reducing the amount of plastic that may otherwise be disposed of within landfill sites. An additional advantage of the surface is that it is semipermeable tarmac, which helps minimise surface water runoff. The use of this material allows rainwater to naturally infiltrate the ground, supporting effective drainage and maintaining the local groundwater balance.

The design will include:

- Proper drainage systems to prevent water accumulation.
- Accessible pathways for students with disabilities.
- Eco friendly materials
- Proper safety barriers and signage to ensure the safety of participants.

Benefits and Uses

The construction of the test track will offer numerous benefits to Baysgarth School and the wider community, including:

- Enhanced STEM education facilities that provide practical learning experiences.
- Increased opportunities for students to engage in sustainable engineering projects.
- Improved performance and testing conditions for the school's Greenpower teams.
- A versatile space that can be used for various events, including Greenpower races, sports days, enhanced PE running/walking provision and fitness programmes/clubs run by local clubs.

Access

Access to the Baysgarth School site will continue to be through the main entrance gate on Barrow Road. During the initial two years of operation, while the curriculum is being developed and piloted with Baysgarth students and those from the wider federation or feeder primary schools, the proposal should not increase traffic movements. Looking beyond this period, Baysgarth School plan to collaborate with local post-16 providers and other primary and secondary schools to expand STEM opportunities. All activities are expected to take place during regular school hours, and the current access arrangements, including the use of hired transport for student travel, are sufficient to meet these needs.

Pedestrian entry will be via the existing pathway and access ramp located at the sports hall entrance, which is fully accessible for individuals with disabilities. To improve wayfinding, additional signage will be installed to supplement the current markers in this area. Access to the site will be through the school’s main entrance gate, providing a direct route to the test

track. The track will integrate smoothly with the existing pathway network around the school, ensuring a safe and accessible pedestrian route that can be used throughout the year.

Endorsement

Letters of endorsement have been received by three relevant parties, and are summarised below:

1. **Letter of endorsement received from Dr. Nash Vracas, Chair of Trustees at the Greenpower Education Trust**

- Dr. Nash Vracas expresses strong support for the proposal to build a car track at Baysgarth School in Barton upon Humber. The initiative is seen as a strategic move to enhance STEM education and address the UK's STEM skills shortage.
- The track will provide hands-on learning in engineering, physics, mathematics, computer science, and sustainability, aligning with national priorities to develop homegrown STEM talent.
- Greenpower Education Trust, a STEM charity with 25 years of experience, supports the initiative. Their program engages students aged 10–25 in designing, building, and racing electric cars, promoting long-term STEM involvement and inclusivity.
- The track will bridge the gap between education and employment by offering real-world applications and potential partnerships with local businesses and universities.
- Beyond education, the track could serve as a community hub for events and competitions, fostering regional collaboration and innovation.
- The project supports the UK’s Industrial Strategy and addresses the urgent need for skilled engineers and technicians, as highlighted by government and industry reports.

2. **Letter of endorsement received from Chris Wright, Director of Sport at Baysgarth School**

- Chris Wright expresses full support for the proposal to develop a dual-purpose test track at Baysgarth School, designed for both Greenpower electric car testing and athletics use.
- The Greenpower initiative offers students hands-on experience in engineering, teamwork, and sustainability, aligning with the school’s commitment to innovation and STEM education.
- The track will serve as a high-quality facility for running and field events, enhancing the school’s Sports Village and supporting local athletic clubs.
- The integration of sport, education, and environmental awareness supports the school’s vision of holistic education and strengthens its reputation for forward-thinking extracurricular offerings.
- **Letter of endorsement received from Tony Ryan, CEO of the Design & Technology Association:**
- Tony Ryan expresses strong support for Baysgarth School’s plans to expand its STEM and Greenpower initiatives through the development of an environmentally sourced test track and a community-accessible STEM Centre.
- The project is designed not only for Baysgarth students but will eventually also benefit schools across the Barton upon Humber region.

- The school's Design & Technology leadership is described as exceptional and visionary in the national context. During a 2023 visit, Ryan was impressed by the enthusiasm and commitment of staff, students, and parents toward expanding STEM opportunities.
- The Design & Technology Association fully endorses the initiative and urges decision-makers to approve the necessary changes.

Documents submitted

Flood Risk Assessment

The proposed development at Baysgarth School, comprising a tarmac test track, will not include formal drainage infrastructure, as surface water will continue to discharge via infiltration into the surrounding grassed areas consistent with existing conditions. The minor increase in impermeable area is not expected to significantly affect runoff volumes. The site's location in Flood Zone 1 confirms that the development poses a very low flood risk from all sources, requiring no mitigation.

Biodiversity

A Biodiversity Net Gain (BNG) assessment has been undertaken by RSK Biocensus to support the planning application for the proposed racetrack development at Baysgarth School, Barton-upon-Humber. The assessment follows the statutory requirements set out in the Environment Act 2021 and the Town and Country Planning Act 1990, which mandate a minimum 10% net gain in biodiversity for new developments.

The site currently comprises modified grassland and urban trees, with a baseline biodiversity value of 3.69 biodiversity units (BU). The proposed development will result in the loss of a small area of grassland and one tree, leading to a net onsite loss of 0.27 BU (-7.31%).

To address this, offsite habitat enhancements are proposed at Baysgarth School's allotment area and Castledyke School. These include the creation of traditional orchards, enhancement of grassland to higher ecological value, and new tree planting. These offsite measures deliver a gain of 0.71 BU, resulting in a total post-development biodiversity value of 5.33 BU.

Overall, the scheme achieves an 11.82% net gain in biodiversity, exceeding the statutory requirement. A Habitat Management and Monitoring Plan (HMMP) will be secured post-consent to ensure the long-term success of the biodiversity enhancements, likely through a Section 106 agreement with North Lincolnshire Council.

Ecology

An Ecological Constraints Walkover Survey was undertaken on 2 April 2025 by RSK Biocensus to assess the potential ecological impacts of the proposed development at Baysgarth School, Lincolnshire, which involves the construction of a 320-metre oval test track on existing school playing fields. The site comprises short mown modified grassland, a line of nine scattered trees, and a tarmac footpath. The survey identified that the grassland is of low ecological value, dominated by common species such as Perennial Ryegrass and White Clover.

The line of trees, which includes Willow, Alder, Oak, and Horse Chestnut, provides suitable nesting habitat for birds and potential foraging and commuting routes for bats, although a

Ground Level Tree Assessment found no features suitable for roosting bats. The development will require the removal of a single Willow tree, and it is recommended that this be undertaken outside the bird nesting season (March to August), or following a nesting bird check by a qualified ecologist within 48 hours of felling if removal during this period is unavoidable.

Geotechnical Survey

A preliminary geo-environmental assessment has been carried out for the proposed development site, which is currently grass-covered and shows no evidence of previous construction or demolition. A historic landfill is recorded to the south of the site in the environmental checklist, although this is not corroborated by historical mapping, which may indicate that the area was infilled to raise ground levels. Given the nature of the proposed track development, it is considered unlikely that any complete contamination pathways exist. The preliminary risk assessment concludes that there is no unacceptable risk to human health or controlled waters from on-site sources. Consequently, no further geo-environmental investigations are recommended at this stage. However, should any unforeseen contamination be encountered during redevelopment, appropriate specialist advice will be sought to determine the necessary course of action.

Pre-application consultation

A pre-application consultation was undertaken with members of the local community to gauge their thoughts, suggestions and potential concerns over the project.

An in-person consultation event was held at Baysgarth Secondary School on Thursday 27th February, to allow local residents, parents and students to give their comments and feedback on the proposals. A questionnaire was designed to ensure feedback could be easily given by respondents. The link to the questionnaire was also advertised on the School's website and social media pages to reach a wider audience.

56 responses were received in total from 21 students, 8 parents/guardians, 9 staff members, 7 local residents and 11 respondents listed as 'Other'. This diversity suggests strong community engagement and broad support for the proposed Greenpower electric car test track.

There is overwhelming support for the proposal, with nearly all respondents expressing full support. 54 of these respondents claimed that they fully supported the proposal for a Greenpower electric car test track at Baysgarth School. The remaining 2 respondents claimed they supported the proposal in general, with some reservations. These reservations related to the existing parking provision at the site and the requirement for careful consideration to other school needs.

What do you see as the key benefits of having a Greenpower electric car test track at Baysgarth School?

Figure 4 below shows a summary of how frequently each major benefit appeared in the questionnaire responses, demonstrating that educational benefits were seen as the most prominent advantage of the Greenpower Test Track, followed closely by the potential inspiration for future engineers and scientists. The project is seen as a catalyst for STEM engagement, sustainability awareness, and local economic collaboration.

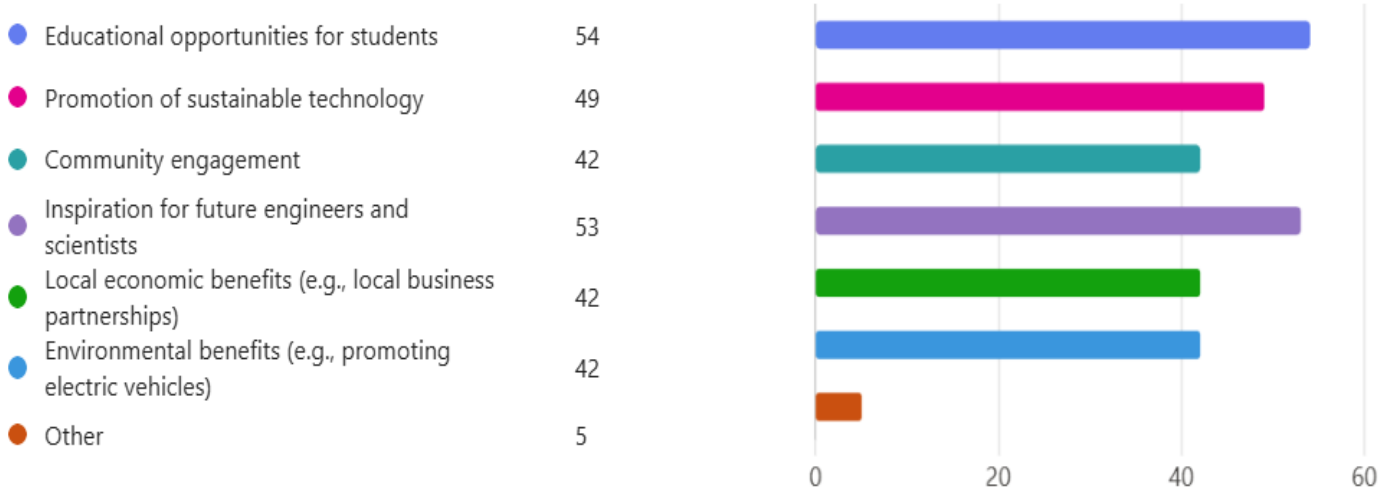

Figure 4, Key benefits recognised through the pre-application consultation event

When asked w**hat environmental considerations should be taken into account for the development**, the responses were received as follows:

Use of eco-friendly materials for construction	49
Sustainable landscaping (e.g., native plants, reducing water use)	39
Minimizing waste and energy consumption during construction and use	38
Drainage and water management to prevent erosion	36
Other	1

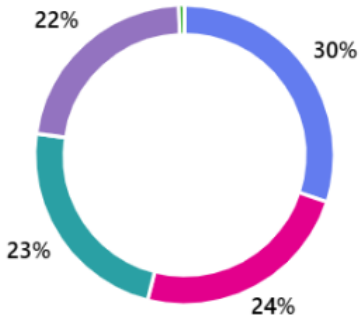

Figure 5, Key environmental considerations to be considered, identified through the pre-consultation event

Respondents consistently emphasised the importance of environmental responsibility, with a focus on materials, energy efficiency, water management, and landscaping. This reflects a community that values both innovation and ecological stewardship. 30% of respondents suggested that eco-friendly materials should be used in the construction of the track, which is a factor that had already been considered through the use of recycled plastic within the surface of the track.

A majority of respondents did not have concerns about the potential impact of the test track on the local area. However, a few highlighted environmental and traffic-related issues. These could be addressed through thoughtful planning and community communication. This has been addressed through the design.

Policies

The National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) provides strong support for the development of a Greenpower Electric Car Test Track on school grounds, particularly when aligned with educational, environmental, and community objectives.

Here's how the NPPF underpins such a project:

Supporting Sustainable Development Objectives

Paragraph 8 of the NPPF outlines three interdependent objectives of sustainable development:

Economic: The project supports economic growth by equipping students with skills for high-demand sectors like engineering, renewable energy, and technology.

Social: It fosters strong, vibrant communities by providing inclusive educational opportunities and shared community infrastructure.

Environmental: The use of electric vehicles and sustainable construction methods contributes to a low-carbon economy and environmental stewardship.

Promoting Education and Community Infrastructure

The NPPF encourages the development of community facilities, including schools and recreational spaces, that meet local needs and promote social well-being. A dual-purpose track that serves both educational and athletic functions aligns with this goal, enhancing the school's role as a community hub.

Effective Use of Land and Infrastructure

Paragraphs 124 and 128 within the NPPF emphasise the importance of making effective use of land and coordinating infrastructure provision. Repurposing school grounds for a multi-use test track exemplifies efficient land use, while the integration of STEM and sports infrastructure supports coordinated development.

Climate Change and Low-Carbon Economy

The NPPF calls for planning decisions that mitigate and adapt to climate change, including the transition to a low-carbon economy. The Greenpower initiative directly supports this by promoting electric vehicle technology and environmental education, helping to prepare students for a sustainable future.

The development will also feature biodiversity enhancements to meet Biodiversity Net Gain targets. The site currently comprises modified grassland and several urban trees, with a baseline biodiversity value of 3.69 biodiversity units (BU). The development will result in the loss of a small portion of grassland and one tree, leading to a net onsite reduction of 0.27 BU, equivalent to a 7.31% loss.

To compensate, offsite habitat enhancements are proposed at Baysgarth School's allotment area and at Castledyke School. These enhancements include the creation of traditional orchards, improvement of grassland to higher ecological value, and additional tree planting. Collectively, these measures will deliver a gain of 0.71 BU, bringing the total post-development biodiversity value to 5.33 BU.

Local Policies & Plans

There are several North Lincolnshire Council policies and initiatives that may support the development of a Greenpower Electric Car Test Track at Baysgarth Secondary School.

The Council Plan (2022-2025) is an overarching strategy and guides all activities across the North Lincolnshire authority area. The Council Plan emphasises:

- Improving outcomes for children and young people
- Promoting innovation and sustainability
- Supporting education and skills development

The above three objectives all align with the development of a Greenpower Test Track since the development will enhance STEM skills, environmental awareness and increased opportunities for the area's children and young people.

The Council have prepared a "**Green Future" Strategy (2021-2030),** which aims to create a cleaner, greener, and more sustainable North Lincolnshire. A test track for electric vehicles directly supports this by:

- Promoting low-carbon technologies
- Educating students on sustainable transport and electric vehicles
- Encouraging community engagement in green initiatives

The **North Lincolnshire Education and Inclusion Plan (2022-2025)** is also a key consideration since the plan focuses on:

- Raising educational standards
- Ensuring inclusive access to learning
- Preparing students for future careers

The Greenpower initiative supports these aims by offering inclusive, hands-on STEM education and career readiness. As the students become more involved with the testing of the electric vehicles, the opportunity to develop a greater interest in STEM industries is increased and may give local students an advantage when considering their next education or career steps.

North Lincolnshire Local Plan 2003:

Policy T1: Location of Development

Policy T1 states that development proposals, which generate a significant volume of traffic movement, will be permitted provided that they are located:

• In the urban area of Scunthorpe and Bottesford, Barton upon Humber, Brigg, and the areas identified for development at the South Humber Bank and Humberside International Airport; and

• Where there is good access to rail, water and air transport, or to the North Lincolnshire Strategic Road Network;

• Where there is good foot, cycle and public transport provision or where there are opportunities for foot, cycle and public transport to be provided.

The site is located within Baysgarth School, Barton Upon Humber with good public transport links. The proposal is not too dissimilar to the previous use of the site in regard to movement of people.

Policy T2: Access to Development

Policy T2 states that all development must be provided with a satisfactory access. In larger developments it should be served adequately by:

• Being readily accessible by a choice of transport modes; and

• Existing public transport services and infrastructure; or

• Additions or extensions to such services linked directly to the development; and

• The existing highway networks.

The location provides good public transport links with its proximity to bus stops and the bus station, as well as being within walking distance from Barton Town Centre. In addition, there is sufficient car parking with Baysgarth's School Grounds to accommodate this proposal.

Policy T19: Car parking provision and standards

Policy T19 states provision will be made for car parking where it would: meet the operational needs of businesses. Intended parking will be allocated within the existing car park to the North of the application site.

DS14: Foul sewage and surface water drainage

The Council will require satisfactory provision to be made for the disposal of surface water from new development, either by agreeing details before planning permission is granted, or by imposing conditions on a planning permission or completing planning agreements to achieve the same outcome.

The proposed development at Baysgarth School, comprising a tarmac test track, will not include formal drainage infrastructure, as surface water will continue to discharge via infiltration into the surrounding grassed areas consistent with existing conditions. The minor increase in impermeable area is not expected to significantly affect runoff volumes. The site's location in Flood Zone 1 confirms that the development poses a very low flood risk from all sources, requiring no mitigation.

North Lincolnshire Core Strategy Development Plan Document 2011

CS1: Spatial Strategy for North Lincolnshire

The proposed development aligns with the North Lincolnshire Spatial Strategy as set out in the Core Strategy of the Local Development Framework. The strategy promotes sustainable development that supports educational facilities, enhances community infrastructure, and encourages innovation and skills development. The test track, intended for student use in developing Greenpower electric race cars, contributes to educational enrichment and aligns with the spatial objective of creating thriving, well-connected communities. The proposal supports the council's vision for sustainable growth without encroaching on open countryside or ecologically sensitive areas. The proposal also supports the strategy's emphasis on improving transport and communication infrastructure, particularly where it enhances educational and recreational opportunities for young people.

Policy CS2: Delivering More Sustainable Development

Policy CS2 states that a sequential approach should be used for developments directed to those areas that have the lowest probability of flooding, taking account the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable development objectives of the plan. It also highlights that

developments should make the best use of existing transport infrastructure, take account of local environmental capacity, and be designed to a high standard.

CS19: Flood Risk

CS19 states that the council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk based sequential approach to determine the suitability of land for development that uses the principle of locating development, where possible, on land that has a lower flood risk, and relates land use to its vulnerability to flood. The site is location within Flood Zone 1 and supports this approach.

Policy CS17: Biodiversity

CS17 states that the Council will promote effective stewardship of wildlife through ensuring development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.

Policy CS17 in the North Lincolnshire Core Strategy (2011) and paragraph 187 in the NPPF both state that development causing significant harm or impact to biodiversity and wildlife should be appropriately mitigated, avoided, or compensated for. The proposal's impacts on the local environment will be appropriately mitigated to align with such policies.

Policy CS13: Lifelong Learning and Skills

The proposed test track supports the objectives of Policy CS13: Lifelong Learning and Skills by enhancing the educational infrastructure of the school in a way that promotes sustainable community development and lifelong learning. It contributes to the aims of the Schools Organisation Plan and Building Schools for the Future programme by providing a high-quality, accessible facility that supports both curricular and extracurricular learning. The track will be designed to encourage community use, aligning with the policy's emphasis on extending the role of schools as community hubs. Furthermore, it offers opportunities for practical, skills-based learning that can be linked with local further and higher education providers, employers, and training initiatives, thereby supporting the development of a skilled and employable local population. The facility will be sustainably located and designed, with consideration for accessibility and integration with surrounding amenities.

Conclusion

Section 38(6) of the Planning and Compulsory Purchase Act (2004) and Section 70(2) of the Town & Country Planning Act (1990) require applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise.

The principle of development has been established within this Planning Statement and complies with the relevant local and national planning policies. The proposed Greenpower electric test track represents sustainable development and achieves economic, social, and environmental objectives in line with the NPPF. There are significant benefits arising from the development that weigh in favour of the proposal and the NPPF is also an important material consideration where the application generally complies.

The proposed Greenpower electric test track will be a significant addition to Baysgarth School, enhancing students' educational journeys through hands-on learning while promoting sustainability and community involvement. Its carefully considered design prioritises accessibility and safety, underscoring the school's dedication to inclusivity and forward-thinking innovation.

In summary, the Greenpower test track presents an exciting opportunity for students to immerse themselves in practical STEM education, build essential engineering and teamwork skills, and deepen their understanding of sustainable technologies. By offering a dedicated space for creativity and collaboration, the track not only advances the goals of the Greenpower initiative but also inspires future environmentally conscious engineers. It supports improved academic outcomes, strengthens employability skills, and broadens students' prospects for post-16 education and career pathways.