

**Steve Atkinson** MA(Oxon) MBA FloD FRSA  
*Chief Executive*

Please ask for Steve Atkinson  
Tel 01455 255606  
Fax 01455 251172  
Email [steve.atkinson@hinckley-bosworth.gov.uk](mailto:steve.atkinson@hinckley-bosworth.gov.uk)  
Our ref SA  
Date 15 May 2013

APPENDIX A



Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

**WITHOUT PREJUDICE**

Dear Kirkby Mallory residents

**Mallory Park - Proposal for track operation**

What follows is the outcome of discussions over some time between the Council and Mallory Park (Motorsport) Ltd, informed by representations and suggestions from the Village Liaison Committee.

**The objective** is to create a sustainable and reasonable operations plan which allows the circuit to continue to be financially viable whilst at the same time giving residents consistency in noise level and operations, which will be continuously monitored and enforced by HBBC.

**The procedure** to comment on this proposal is:

- A: Kirkby Mallory Residents only (with a few agreed exceptions) meeting on 30 May at 19.30 at the Hailwood Suite (within the Paddock, signposted), Mallory Park, attended by residents, Mallory Park and the Council.
- B: A separate 'drop-in' session at the same venue for individual discussion on 29 May, between 17.00 and 20.00.
- C: All comments, suggestions and feedback to be directed to:

HBBC Environmental Health Services  
Council Offices  
Argents Mead  
Hinckley  
LE10 1BZ Or

[esadmin@hinckley-bosworth.gov.uk](mailto:esadmin@hinckley-bosworth.gov.uk)

Deadline for comments, suggestions and feedback is by 14th June.

**Written comments only will be taken into account in the decision-making process.**

Council Offices • Argents Mead • Hinckley • Leicestershire • LE10 1BZ

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It is important that all feedback whether for or against the proposal is received by HBBC by 14th June as any new legal control will be based on these. You may wish to comment on particular aspects you agree or disagree with which will assist in determining a final proposal. We encourage all residents to make their views known, so that the future operation plan will be as sustainable, reasonable and as agreeable as possible. Following further discussion with MPML, the Council officers will present the proposals, taking into account the responses to the consultation, to the Executive of the Council for a final decision on legal implementation.

### **Useful reference notes**

A noisy day is run to the noise limits set by motorsport governing bodies - ACU (bikes) 105dB and MSA (Cars)108dB measured at the vehicle. Should these levels go down in the future we will reduce them also.

A quiet day is at a decibel level not exceeding the average levels, when there is no track activity, measured at sites on and/or off the track, as recommended by the jointly appointed (MPML/HBBC) Noise Consultant.. This level will be set following further discussion and analysis of current noise levels and to be monitored thereafter through an agreed system located on the circuit.

The controls relate to the hard surfaced track and associated pit areas and all land within the circuit boundary/fencing.

### **The proposal**

#### 1: How we propose to control and reduce continuous activity

- Mallory Park will operate to a maximum of three days consecutive noisy use at any one time.
- If Mallory Park operates for three noisy days consecutively then it must immediately allow two quiet days after this period.
- The only special exception to the above is use on three of the four Bank Holiday Mondays as part of a three noisy day consecutive use. To allow Wednesday testing, on these occasions the minimum number of quiet days after the three noisy days is one.

#### 2: How we propose to monitor noise reduction to the village

- Mallory Park will commit to noise abatement measures in conjunction with seeking planning permission, submitting an Application by 30 August 2013 (MPML will endeavour to submit this earlier.) including bunding and/or acoustic fencing as identified from the acoustic report. Also, noise measuring equipment to ensure agreed levels are adhered to and noise levels are reduced overall to be installed. The noise management system will be used to control the levels of noise permitted on quiet days and also to identify individual vehicles exceeding static noise tests. The design of the system will be approved by HBBC. Set levels will depend on the degree of attenuation achieved by the installation of bunds and acoustic fencing. Once operational MPML will provide information on request to HBBC.

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- An independent acoustic report will be jointly commissioned to guide the above; including measuring, and modelling of noise, before any Application is made/works take place, so that expectations will be established. After installation, a further acoustic report will be commissioned to determine actual levels to set agreed levels.

### 3: How we propose to deal with weekends

- Mallory Park will operate 52 noisy days per year at weekends as a maximum. (Includes track days and race days). The ratio of bike and cars events shall be 50:50).
- On every four week cycle there will be at least one guaranteed full no use weekend (Saturday and Sunday).
- One Bank Holiday weekend including the Monday per year will be no use.
- 10 x two race day events will be permitted per year within the allowance above. A race event is defined as motor vehicles racing in competition with each other, including against the clock.
- Circuit operating times will be 0900-1730 on weekends

### 4: How we propose to deal with track days

- A code of operation will be drafted by the jointly appointed Consultant to govern the future activity to control noise levels
- Maximum number of bikes on track to be limited to 38 (previously 48)
- Maximum time on track to be reduced to 50 minutes per hour (previously operating 60-minutes)
- No open pit lane motorcycle days to be permitted
- Maximum number of cars on track 32

### 5: How we propose to deal with motocross

Motocross is now stopped at the circuit and will not be resumed.

### 6: How we propose to deal with drifting

Drifting is now stopped at the circuit and will not be resumed.

### 7: How we propose to deal with mid-week noisy days

- Mallory Park to operate a maximum of 114 mid-week noisy days per year, comprised of 40 general test days (Wednesdays) and a maximum of another 74 noisy days. In any case, circuit operating times for mid-week days will be 09.00 to 17.30.

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8: How we propose to deal with all other days

These will be treated as quiet days and controlled by the set noise levels and monitored by the noise monitoring equipment. Noise levels at Stapleton Lane and Church Road will not exceed the noise levels recorded on no use days when no activity on track i.e. to be at ambient noise levels.

No use days at weekends does not exclude vehicle access to buildings or for maintenance and servicing of the facilities.

9: How we propose to deal with events over ACU and MSA noise levels

- Special permits will be applied for from HBBC for additional permissions when required e.g. un-silenced motorcycles at the Festival of 1000 Bikes. Noise management measures will be established to minimise noise levels.
- Mallory Park proposes a maximum of six days for special permissions for track activity per year, within the overall allowance of noisy days set out above.

10: Controls do not apply to electric vehicles

11: An annual calendar of events will be published in advance on the Mallory Park website before 1st March and will be updated as adjustments are made.

12: The creation of a phone and email hotline for direct circuit communications to assist in resolving problems.

13: Loud speaker orientation and volume will be strictly controlled to reduce noise levels in the village

14: Signage will be erected at the entrances/exits to the circuit requesting all visitors keep noise to a minimum and respect the residents of the village

15: Traffic management plans will be put in place with protocols for all events dependant on expected attendance levels.

16: Late and early arrival protocols will be established for all events dependant on expected attendance levels.

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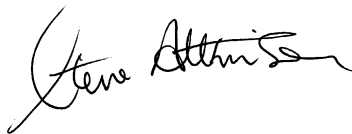
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MPML is committed to continuing to liaise with the village through a liaison committee including local representatives and local Councillors, attended by HBBC officers as required

As a gesture of good faith MPML have agreed to install temporary bales to provide temporary reduction in noise, to facilitate the acoustic testing, pending the full report and recommendations.

I look forward to your comments.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Steve Atkinson', written in a cursive style.

Steve Atkinson  
Chief Executive

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