

Mallory Park Circuit  
Kirkby Mallory  
Leicestershire LE9 7QE

Noise Management Plan 2014

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## 1. Introduction

1. This document provides a framework for owners, operators, riders and drivers, regulatory authorities and members of the community with regard to noise from activities at Mallory Park Circuit. It has been written by Real Motorsport Limited (RML), the operators of the circuit, and acknowledges information and advice from Hinckley and Bosworth Borough Council (HBBC).
2. Mallory Park Circuit has operated since 1956 under several management companies. Noise regulation began in 1985 with the service of a Noise Order by HBBC. That order terminated when the previous operation went into administration in late 2013. Following a period of discussion a new Noise Abatement Notice was served in June 2014 (Appendix 2). This is presently the subject of appeal.
3. RML are committed to responsibly managing noise in the community and have prepared this Noise Management Plan (NMP) to set out the controls and processes by which this can be achieved. The NMP is a live document and may be updated at the discretion of RML to ensure effectiveness of controls and adaption to deal with any new factors that may arise.

## 2. Purpose

1. This NMP exists to provide a source of information, process and control with regard to community noise and Mallory Park Circuit.. The purpose of the NMP is to ensure compliance with statutory notices and to mitigate the impact of noise in the community.

## 3. Scope

1. This document applies to the use of the race track, pit and paddock areas for the purpose of motor sport activities (the Circuit) and the associated PA system. It does not address noise arising from any other source.

## 4. Responsibility and Authority

1. The responsibility for management of the Circuit rests with the Directors of Real Motorsport Limited.
2. The Directors are responsible for the acceptance of contracts for hire of the Circuit.

3. The Circuit Manager is responsible for the day to day operation of the Circuit. The Circuit Manager is also responsible for execution of noise management processes and the maintenance of noise test equipment.
4. Organisations, Clubs or individuals that hire the Circuit are responsible for management of all participants under their control and will be required by the hire contract to comply with the requirements of the NMP.

#### 5. Event Management

1. The Directors shall use their best endeavours to operate the Circuit in compliance with any noise abatement notice that may be in force.
2. The Directors shall ensure that all users of the circuit are contracted to comply with the requirements of the NMP.
3. The Circuit Manager shall ensure that the NMP is enforced on each and every day of circuit activity by means of:
  1. Information posted in signing-on areas
  2. Signage indicating the noise controls in force on that day
  3. Supervision of noise control including static test and drive-by measurements
  4. Enforcement action against defaulters

#### 6. Noise Monitoring

1. Noise monitoring will be undertaken as a two stage process:
  1. Where an event is subject to the Motor Sports Association or AutoCycle Union (or some other nationally recognised motor sports body) (“a Regulatory Body”) the Circuit Manager shall ensure that the regulations of the Regulatory Body with regard to noise shall be implemented. Where the Regulatory Body requires static noise testing he shall supervise and monitor to ensure that such static tests are performed in compliance with the Regulatory Body’s procedures to noise levels prescribed by that Regulatory Body.
  2. Where an event is not subject to a Regulatory Body’s regulations the Circuit Manager shall supervise a static test performed according to MSA/ACU procedures (depending on the type of event) to noise levels agreed between RML and the hirer as laid down by the hire contract in force. This may be performed by the Circuit Manager or designee or by the hirer providing that the hirer has satisfied the Circuit Manager that suitably qualified persons and calibrated equipment have been provided.

3. In addition, RML shall operate continuous drive-by testing using a trackside Class 1 measurement microphone and noise logger. The drive-by measurement system has been positioned so that the drive-by noise level will be similar to the static test noise level (e.g. static test 105dB = drive-by 105dB).
4. Except at events operated under the auspices of a Regulatory Body vehicles must continually pass the drive-by test at the noise level in force irrespective of the results of the static test. Enforcement procedures are detailed in Appendix 1. Where an event is operated under the auspices of a Regulatory Body then the drive by test shall be used to support the static tests and inform the Clerk of Course regarding vehicle noise such that he or she may apply the regulations of the Regulatory Body.

## 7. Mitigation Measures

1. RML may install noise measurement equipment outside the Circuit.
2. Noise baffles and other physical mitigation measures may be installed by RML to reduce community noise from the Circuit.
3. RML will use its best endeavours to ensure that published Circuit activity hours are respected including curfew times.
4. RML will from time to time assess whether further measures can be undertaken to manage noise from the circuit.

## 8. The circuit public address system (PA)

1. Whilst a necessary part of the circuit infrastructure, the PA system has the potential to cause public nuisance if operated inappropriately. The following information and guidance must be followed at all times.
2. The PA system at Mallory Park has three purposes:
  1. Communication with competitors in the paddock area
  2. Event commentary for the benefit of spectators
  3. Public safety including the protection of children
3. System configuration
  1. The PA system comprises a number of re-entrant horn loudspeakers mounted on poles and on building structures. It is distributed around and within the circuit.
  2. The loudspeaker system is zoned so that its output can be restricted to certain areas of the circuit.

3. Zone selection and volume control for the paddock area is located in the technical room at the base of the control tower. Control of the PA system distributed around the circuit is located in the circuit office.
4. Responsible persons
  1. The Circuit Manager is responsible for the management of the PA system. His/her discretion regarding the zones to be used, periods of use and the overall volume level shall be absolute.
5. Guidance for Race Directors and Clerks of the Course
  1. Announcements for competitors must be confined to the paddock area.
  2. Use should be limited to information and event management messages.
  3. Music may not be played through the PA system at any time.
  4. Volume must be restricted to the lowest practical level.
  5. Announcements made prior to 9am and during lunch periods should be restricted to a minimum.
  6. There must be no use of the PA system before 8am and after 6pm.
6. Guidance for commentators
  1. Public commentary must be authorised by the Circuit Manager/Directors.
  2. The circuit PA system may not be used prior to 10am, during lunch periods or after 5pm (6pm on Race Days) unless for matters of public safety.
  3. Music may not be played through the PA system at any time.
  4. Volume must be restricted to the lowest practical level.
  5. Commentators should plan to create periods of respite between commentaries.
  6. Shouting through the PA system is expressly forbidden.
9. Notification of Complaints and Community Liaison
  1. The Directors shall ensure that a race calendar containing Circuit bookings and the relevant noise limits is maintained and published by means of the Circuit web site. The information contained in the calendar may be designated as 'provisional' and the calendar may be updated if necessary.
  2. The Directors shall provide on request a monthly report to HBBC detailing the days of use, the control noise level in operation and relevant noise measurement data for each operational day.
  3. Records shall be kept for a period of 12 months.

4. Complaints or information received from the community shall be logged by designated Circuit staff. Upon receipt of a complaint the Circuit shall take prompt action to:
  1. investigate the noise levels at the location from which the complaint has been received
  2. verify compliance with any regulation that may apply
  3. take action to mitigate noise impact if possible
  4. inform the complainant of the results of any verification and/or mitigation activity
  5. report the incident to HBBC within 72 hours.
5. RML shall support and participate in community liaison by means of meetings or correspondence as is reasonably possible.

#### 10. Noise Management Plan Review

1. The NMP is a live document and may be reviewed at any time
2. Reviews shall take place at least once every 12 months
3. Updates to the NMP shall be notified to HBBC and shall be published in the community prior to implementation.

## Appendix I - Enforcement procedures

1. Special measures are in force to control noise in accordance with MSA/ACU guidance (see ACU Handbook section 4.1 and MSA Handbook section 5.17.8).
2. In addition to the static test all participating vehicles shall be monitored by a drive-by noise monitoring system located on Kirkby Straight near to Race Control however, in the case of an event operated under the auspices of a Regulatory Body, drive by testing shall be used to support static testing.
3. The position of the microphone is such that a vehicle under race or test conditions will return a drive-by noise measurement that is approximately equal to the static test level. For example, if the vehicle measures 105dBA in the static test it will measure approximately 105dBA on the drive-by system.
4. Some vehicles have exhaust characteristics or engine mappings that create unusually high noise at high RPM. These may pass the static test but may produce abnormally high drive-by measurements. A vehicle that measures a drive-by level exceeding limits determined by the Circuit in an event not held under the auspices of a Regulatory Body (and subject to the margins shown in para. 8) will not be permitted to use the circuit until remedial changes have been made and it has passed an appropriate test set by the Circuit Manager for that vehicle. This may be either a static or drive by test or both. Any remedial measures must remain fitted to the vehicle for the duration of the meeting. If the vehicle continues to exceed the drive-by limit (subject to the margins shown in para. 8) then the Circuit Manager may exclude the vehicle from the rest of the event. If the event is held under a Regulatory Body's regulations then the results of the drive by test will be passed to the Clerk of the Course and he shall determine what action is appropriate
5. If a participating vehicle undergoes a change of exhaust, engine remap or any other modification that is likely to alter its noise output it must pass a



Peak: **107.2 dB(A)**  
Time: **11:24:49**



further test before entering the circuit.

6. If a vehicle is found to have been modified in a way which increases its noise output following the initial noise test and has not been submitted for re-test the vehicle and driver/rider may at the discretion of the Circuit Manager be excluded from the remainder of the event. Further if the Circuit Manager considers that such modifications were an attempt to circumvent the noise regulations then the Circuit Manager shall report the same to the Directors who may decide to exclude the driver or vehicle or both from subsequent use of the Circuit.
7. Baffles - a special note
  1. Where the circuit manager is satisfied that a given vehicle's noise has increased following a static test due to the removal or loss of baffles then he may require that vehicle and competitor to submit to a further test following remedial work (as above) or may exclude the competitor if he is satisfied that the loss of the baffle or baffling materials could reasonably have been avoided.
8. Drive-by noise margins
  1. The drive-by meter cannot differentiate between single and multiple passing vehicles,. Where the event is not managed by a Regulatory Body:
    - 1.A single passing vehicle should not exceed the static test level in force by more than 2dB. This margin allows for differences in driver/rider ability and the position of the vehicle on the track
    - 2.Two simultaneously passing vehicles should not exceed the static test level in force by more than 3.5dB
    - 3.Three simultaneously passing vehicles should not exceed the static test level in force by more than 4.5dB
  2. Where the drive-by levels exceed the margins shown above action will be taken to identify the noisy vehicle. As soon as it has been identified the vehicle must be removed from the circuit for further testing.
9. Tyre Squeal
  1. Tyre squeal is a potential source of noise disturbance. The Circuit will investigate excessive tyre squeal and may require the driver/rider to take action to remedy the problem.
  2. 'Donuts', 'Burn outs', Drifting or any similar activities are expressly forbidden.

## **Appendix 2 - Noise Order**

A copy of the noise order is attached to this NMP. The order is subject to appeal as at 1st September 2014.

### Appendix 3 - Site Plan - Environment



Site address:  
Mallory Park Circuit  
Kirkby Mallory  
Leicestershire  
LE9 7QE

52°35'55.91"N 1°20'18.21" W

## Appendix 4 - Glossary of Terms

In this Noise Management Plan, the following words and phrases shall have the following meanings:

ACU	The Auto-Cycle Union, the national governing body of motorcycle sport in the United Kingdom.
MSA	The RAC Motor Sports Association, the national governing body of motor sport in the United Kingdom.
FIA	The Federation Internationale de l'Automobile, the international governing body of motor sport.
FIM	The Federation Internationale de la Motorcyclisme, the international governing body of motorcycle sport.
RML	Real Motorsport Limited, the operators of Mallory Park Circuit
HBBC	Hinckley and Bosworth Borough Council
Static test	The test applied to vehicles before use of the Circuit commences. The permitted noise limit for this test is determined by terms in force on the day. The tests are performed in accordance with the measurement criteria of the appropriate motorsport governing body.
Static test limit	The noise level above which a vehicle shall be prevented from entering the Circuit.
Drive-by test	A measurement taken on Kirkby Straight using fixed monitoring equipment.
Drive-by limit	The noise level above which a vehicle shall be removed from the Circuit, subject to margins shown in the NMP.
NMP	This entire document and attachments forming the Noise Management Plan
Circuit	The track, paddock and pits areas used for motorsport activity.
Noise Notice	The notice served by HBBC on the 10th June 2014 reference 14/00032/EPA. The notice is under appeal at 1st September 2014.
Race Day	means a day upon which participating vehicles must adhere to the noise controls specified by the appropriate motorsport governing body and where there is no limit applied outside the circuit under a noise order.

- High Noise Day means a day where noise from motor vehicles on the track is greater than 45dB LAeq(10min) and is less than 68dB LAeq(30min) measured in any 30 minute period at a noise measurement position outside the circuit (as defined in the Noise Order and subject to appeal)
- Non-Noise Day means a day where the noise level from motor vehicles on the track does not exceed 45dB LAeq(10min) and 55dB LAmax over the same period measured in any 10 minute period at a noise measuring position outside the circuit (as defined in the Noise Order and subject to appeal).
- Quiet Day means a day where the noise level from motor vehicles on the Circuit (if any) does not exceed 38dB LAeq,30min measured in any 30 minute period at a noise measuring position outside the circuit (as defined in the Noise Order and subject to appeal).

For the avoidance of doubt implementation of this management plan will fall to RML limited. References to the Directors, Circuit Manager and other persons employed by RML does not imply or is intended to incur any personal liability on their parts to any 3<sup>rd</sup> party or person. This management plan has been created and will be implemented in good faith but shall not create or imply or intend any legal relationship or otherwise with any 3<sup>rd</sup> party, organisation or body.