

Donington Park Racing Ltd

Noise Management Plan

Date: **May 1st 2012**

Issue No: **1.2**

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INTRODUCTION

The Noise Management Plan (NMP) has been produced by Donington Park Racing Ltd (DPR) and provides the framework and mechanism for the management of noise relating to the motor racing circuit. DPR is the operator of Donington Park Motor Racing Circuit. This Noise Management Plan has been produced by DPR with the assistance of the local planning authority, North West Leicestershire District council (NWLDC).

For many years and up until November 2011 the track operated under the provisions of four key planning permissions which in summary permitted upto 40 unsilenced race days per annum. In November 2011 the four planning permissions were modified by virtue of S73 applications which had the effect of allowing, for a temporary 2 year period, of upto 60 Race Days to be held per annum. A key part of the application was to reduce the number of unsilenced race days from 40 to 20. In addition to the four planning permissions track activities are subject to a Noise Abatement Notice (NAN) served in November 2010.

As part of the planning application DPR offered to implement a Noise Management Plan to ensure that the necessary controls were imposed on all track related activities to ensure compliance with the planning permissions and the NAN and to mitigate the environmental impact.

The NMP is intended to be a dynamic management control document to ensure continual improvement. It sets out the management procedures, processes and controls which cover all aspects of mitigating the noise impact. The NMP will be constantly reviewed in line with good operational practice and in improvements in noise measurement techniques and noise silencing.

NOISE MANAGEMENT PROCEDURES

1. PURPOSE

- 1.1. The NMP is used to ensure compliance with the planning permissions and the Noise Abatement Notice and in addition the requirements of DPR to ensure noise impacts are mitigated.

2. SCOPE

- 2.1. The NMP applies to the use and operation of the Race Track.

3. RESPONSIBILITY & AUTHORITY

- 3.1. The Managing Director is responsible for overall management of the Race Track.
- 3.2. The Race Director (or designee) is responsible for issuing contracts for the hire of the circuit.
- 3.3. The Track Manager is responsible for the day to day operation of the Race Track.
- 3.4. Race Meeting organisers, Track Day Operators, track hirers and their staff and employees are responsible to the management of certain events.

4. EVENT ORGANISATION AND MANAGEMENT

- 4.1. The Managing Director or Race Director (or designee) shall manage the Race Calendar to ensure that;
 - 4.1.1. There shall be a maximum of 60 Race Days in a calendar year.
 - 4.1.2. A maximum of 60 race meetings involving Class 2 Vehicles in any calendar year.
 - 4.1.3. A maximum of 40 race meetings involving Class 3 Vehicles in any calendar year.
 - 4.1.4. A maximum of 20 race meetings involving Class 4 Vehicles in any calendar year.
- 4.2. The Managing Director or Race Director (or designee) shall manage the Track Calendar to ensure that no more than two Test Days are held per week and in accordance with the limitations set out in Appendix D.
- 4.3. The Managing Director or Race Director (or designee) are free to book all other days (not being Race Days or Test Days) as Quiet/Track Days or Test Days (Quiet) subject the provisions of Appendix E.
- 4.4. The Managing Director or Race Director (or designee) shall make aware to any Organiser or Promoter of Race Day, Test Day, Test Day (Quiet), Track Day (Noisy), Quiet/Track Day or Rally Day of the NMP and it will form part of any contractual arrangement between the parties. The Organiser or Promoter shall be obligated to advise all customers of the requirements of the NMP.
- 4.5. The Managing Director or Race Director (or designee) shall ensure that noise limits are included in all its contracts, track hire agreements and operational regulations. All contracts, track hire

agreements and operational regulations shall require that all drivers/riders of any vehicle on the Race Track are made aware of the noise limits for each individual day.

- 4.6. The Managing Director or Race Director (or designee) or The Track Manager shall make the Race Meeting organisers, Track Day Operators or track hirers aware of the provisions of the relevant provisions contained in the Appendices for the following:

4.6.1. For Race Days – Appendix C

4.6.2. For Test Days and Track Days (Noisy) - Appendix D

4.6.3. For Quiet/Track Days and Test Days (Quiet) – Appendix E

4.6.4. For Rally Days – Appendix F

- 4.7. The Managing Director or Race Director (or designee) shall ensure that all contracts, track hire agreements and operational regulations shall require the Race Meeting organisers, Track Day Operators, track hirers to advise all drivers/riders of the noise management controls.

- 4.8. The Track Manager (or designees) shall police the noise limits, both through the static and drive by noise testing processes as well as by taking appropriate action for any transgressions.

- 4.9. The Managing Director or Race Director (or designee) or The Track Manager shall ensure that signage is provided within the Pits and Paddocks informing participants of the noise management limits.

5. NOISE MONITORING

- 5.1. The Track Manager (or designee) shall ensure that the Noise Monitoring Equipment (NME) is used on all occasions that the track is in use. On Quiet Days, Track Days and Test Days (Quiet) the NME will be manned as per the requirements as set out in Appendix E.

6. NOTIFICATION, COMPLAINTS MANAGEMENT AND COMMUNITY LIAISON

- 6.1. The Managing Director will ensure that the Donington Park Race Track web site incorporates the following;

6.1.1. Race Calendar identifying the event and the relevant noise limit. The “Race Calendar” shall be published before March 1st and updated as necessary.

6.1.2. A Rolling schedule of track use shall be published on the web site identifying the track activity and the relevant noise limit.

6.1.3. Background information on the requirements of the planning permissions and the NAN.

- 6.2. The Track Manager shall provide NWLDC prior to the 1st day of each month a schedule of all track activity providing details of the day & date, track operator, type of day (e.g. Race/Quiet) and noise level where appropriate.

- 6.3. After each month the Track Manager shall provide NWLDC a copy of the same schedule as set out 5.2 highlighting any changes to the track use together with any additional supplementary information as deemed necessary.
- 6.4. DPR shall retain noise records for a minimum of 12 months but where there is an issue or complaint records shall be retained for upto 2 years if requested by NWLDC.
- 6.5. DPR shall keep a record of all noise complaints received (whether from the Council or otherwise) for a minimum period of 24 months and shall use reasonable endeavours to respond to noise complaints within 72 hours of receipt, explaining the activity and any relevant circumstances that may have lead to the complaint.
- 6.6. DPR shall update the Donington Park Consultative Forum as and when they meet on any relevant noise management matters.

7. NOISE MANAGEMENT PLAN REVIEW MECHANISM

- 7.1. The Noise Management Plan will be reviewed at least annually and may be updated as required through the racing season.

APPENDIX A - GLOSSARY

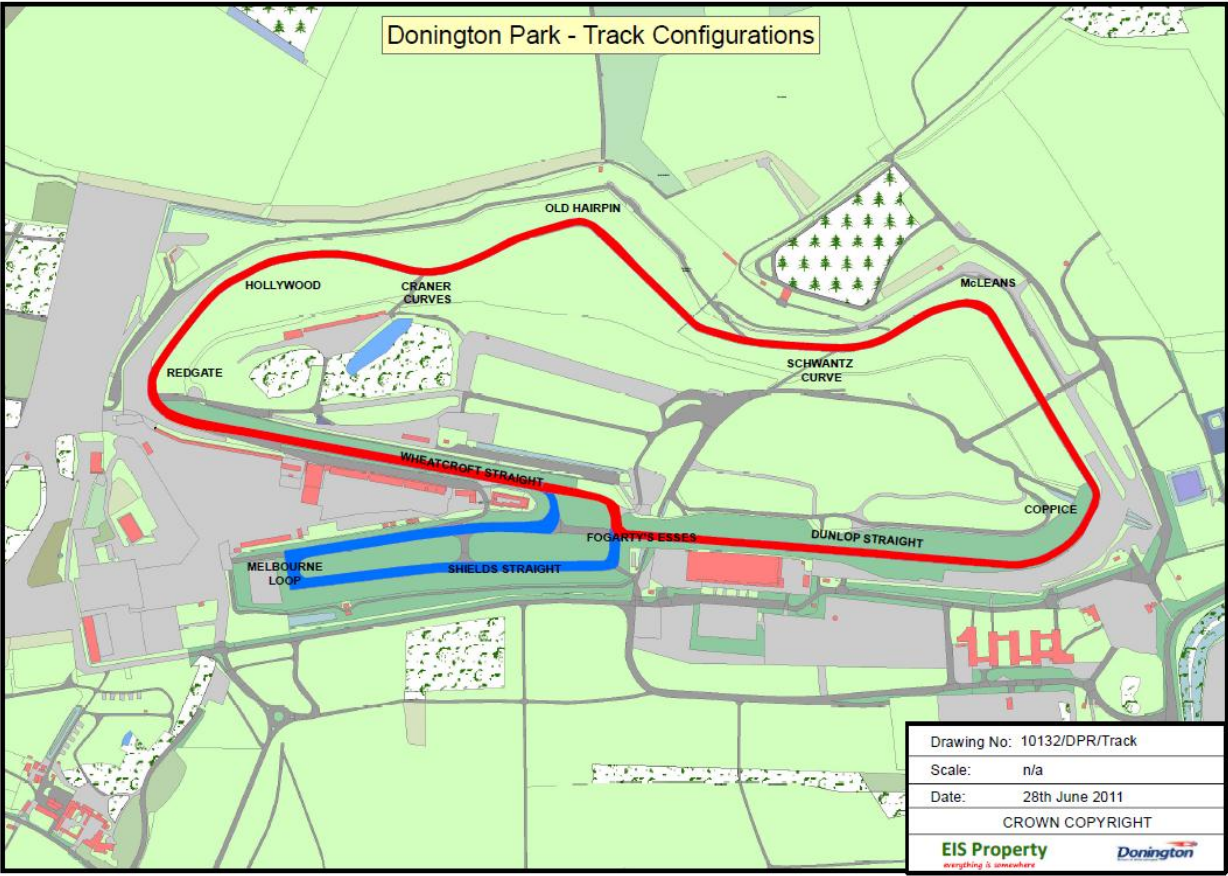
In this Noise Management Plan, the following words and phrases shall have the following meanings:

“ACU”	means the Auto-Cycle Union, the national governing body of motorcycle sport in the United Kingdom.
“Class 1 Vehicles”	means those vehicles complying with a the drive by limit up to and including 98 dB(A)
“Class 2 Vehicles”	means those vehicles that have a static noise test limit in upto 108 dB(A) measured in accordance with the measurement criteria of the Relevant Motor Sport Governing Body.
“Class 3 Vehicles”	means those vehicles that have a static noise test limit in upto 118 dB(A) measured in accordance with the measurement criteria of the Relevant Motor Sport Governing Body.
“Class 4 Vehicles”	means unsilenced vehicles.
“DPCF”	means Donington Park Consultative Forum
“DPR”	means Donington Park Racing Limited, the circuit owner and operator
“Drive-by Noise Limit”	means 98dB(A) Lmax on fast response from a fixed noise meter
“NAN”	means the Noise Abatement Notice as issued by NWLDC and contained in Appendix H
“Noise Control Officers”	means any employee or agent of DPR who has been trained in the testing and recording procedures of the noise monitoring equipment
“Noise Management Plan”	means this entire document
“NME”	means the noise monitoring equipment used to monitor noise at Donington Park consisting of a Cirrus 243/1 noise monitor hard wired to a PC and running Socar and Corvus software with a pre-set alarm function.
“NWLDC”	means North West Leicestershire District Council
“Planning Permissions”	means the four relevant planning permissions all dated November 9 th 2011 and contained in Appendix G
“Quiet Day”	means any day which vehicles comply with the 98dB(A) drive by noise limit
“Race Day”	means a day or number of consecutive days consisting of practice, qualifying and racing involving vehicles which takes place on the Race Track.
“Race Track”	means the asphalt track upon which circuit activity takes place and described as either The National Circuit (means the circuit as shown highlighted red on Plan No 10132/DPR/Track) or The Grand Prix Circuit (as shown highlighted red with the addition of Melbourne Loop shown

highlighted blue on Plan No 10132/DPR/Track) together with the adjoining comprising the Pits and Paddock

“Rally Day”	means any day on which the WRC/International Rally may be held at Donington Park
“Rally Vehicles”	means vehicles designed for racing on roads, unmade roads, tracks or loose surface that have a static noise test limit measured in accordance with the Relevant Motor Sport Governing Body.
“Relevant Governing Body”	includes the following: <ul style="list-style-type: none">• ACU - the Auto-Cycle Union, the national governing body of motorcycle 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.• MSA - the RAC Motor Sports Association, the national governing body of motor sport in the United Kingdom.
“Static Testing”	means the rules and procedures for static testing as set out by the relevant motor sport governing body.
“Test Day”	means the use of the Race Track by any type of vehicle particularly racing cars and motorcycles for the purposes of the performance improvement of the vehicle and driver/rider. The driver/rider must have a valid racing licence issued by the “Relevant Governing Body”.
“Test Day (Quiet)”	means the use of the Race Track by any type of vehicle particularly racing cars and motorcycles for the purposes of the performance improvement of the vehicle and driver/rider and the vehicles comply with the 98dB(A) drive by test use the Race Track. The driver/rider must have a valid racing licence issued by the “Relevant Governing Body”.
“Track Day”	means any day which vehicles comply with the 98dB(A) drive by noise limit
“Track Day (Noisy)”	means any day which vehicles exceed the 98dB(A) drive by test used the Race Track

APPENDIX B – PLAN



APPENDIX C - RACE DAY MANAGEMENT

1. Scope

- 1.1. The following shall apply in respect of “Race Days” at Donington Park.

2. Operating Hours

- 2.1. Race vehicle movements on the Race Track including practice, Testing, qualifying and racing may only take place during the following hours: 09:00 to 20:00
- 2.2. No racing engines shall be started before 09:00.

3. Noise Limits and Measurement

- 3.1. For the avoidance of doubt for “unsilenced” classes there is no noise testing required.
- 3.2. The sound levels generated by all vehicles participating in Race Meetings (other than races involving Class 4 Vehicles) must be tested in accordance with the regulations of the Relevant Governing Body.
- 3.3. All Class 2 and 3 vehicles will be subject to a static test by an approved MSA Environmental or other Relevant Motor Sport Governing Body Scrutineer prior to entering the circuit.
- 3.4. The Scrutineering shall take place in area(s) designated by the organising club and the requirements of it' Environmental or other Relevant Motor Sport Governing Body Scrutineer.
- 3.5. If a vehicle fails the static test it may be modified or repaired and re-presented for a further test.
- 3.6. The Scrutineer shall provide by close of the meeting DPR with a copy of his report for each race identifying the make (and if required to model of vehicle) and the vehicle number together with confirmation that the vehicle has passed or failed the static noise test.
- 3.7. The Track Manager shall retain a copy of the Scrutineers Report for a period of 12 months.

4. Public Address System Use

- 4.1. DPR will operate and maintain a public address system and ensure that sound levels are kept to the minimum level to maintain clear audibility for the spectators over the background noise.

APPENDIX D - TEST DAYS and TRACK DAYS (Noisy)

1. Scope

- 1.1. The following shall apply in respect of “Test Days” at Donington. Whilst any vehicle can participate in a Test Day there are additional restrictions on unsilenced vehicles. On a Test Day the rider/driver must hold a valid racing licence issued by the Relevant Governing Body.
- 1.2. The following shall apply in respect of “Track Days (Noisy)” at Donington. Whilst any vehicle can participate in a Test Day there are additional restrictions on unsilenced vehicles.

2. Operating Hours

- 2.1. Race vehicle movements on the Race Track including practice, Testing, qualifying and racing may only take place during the following hours: 09:00 to 17:00
- 2.2. Test Days shall take place on not more than two non-consecutive days in any week.
- 2.3. Test Days may not take place on a Bank Holiday, Saturday or Sunday.
- 2.4. If the Track is used for two or more consecutive Race Days the Track shall not be used for a Test Day on the day immediately before or after the Race Days.

3. Operational Matters

- 3.1 Not more than 6 unsilenced vehicles participating in the Test Day shall be operated at any one time on the Race Track.

4. Noise Limits and Measurement

- 4.2. DPR reserves the right to inspect any vehicle (except for unsilenced vehicles) intended to be used on the Circuit to check that it has an effective silencer.
- 4.3. DPR reserves the right to require any vehicle intended to be used on the Circuit to be subject to a static noise test.
- 4.4. Vehicles that fail the relevant static test will be allowed to undertake repairs and modifications including the fitting of improved or additional silencing and in doing so provide evidence to the Noise Control Officer of the works undertaken. A vehicle may be re-tested once. If the vehicle fails the test it will not be allowed back onto the Race Track.

APPENDIX E – QUIET, TRACK DAYS and TEST DAYS (Quiet)

1. Scope

- 1.1.** The following shall apply in respect of “Quiet Days”, “Track Days” and “Test Days (Quiet)” at Donington Park.
- 1.2.** The defining criteria is that all vehicles must conform with the drive by noise limit of 98dB(A).

2. Operating Hours

- 2.1.** Whilst there are not time restrictions for vehicles which comply with the Drive By Test it is usual practice for vehicles not to operate on the Race Track before 09:00 or after 21:00. It should be noted that the Race Track may sometimes be used outside these hours.

3. Operational Matters

- 3.1.** Users of the circuit may be required to display or wear any form of notification as stipulated by the Noise Control Officer to facilitate the identification of any vehicle responsible for high noise levels.
- 3.2.** On motorcycle track days the number of motor bikes on the track at any one time shall not exceed the numbers specified in the ACU Licence.
- 3.3.** Drive-by testing will be undertaken continuously and subject to enforcement as described below so that the relevant vehicle can be removed from the circuit. If in the opinion of the Track Manager or his Deputy the NMP is not being adhered to he/she may as their own discretion “close” the track by using the red flag/lights.

4. Noise Limits and Measurement

- 4.1.** The use of Class 4 Vehicles is prohibited at Donington Park during Quiet Days.
- 4.2.** Vehicles will only be permitted to participate in any Quiet Day provided that they conform to DPR’s drive by noise limit up to and including 98 dB(A).
- 4.3.** All vehicles will be visually inspected to ensure that silencers are fitted prior to using the Race Track.
- 4.4.** Designated Noise Control Officers, who have been trained in the testing and recording procedures, will operate the NTE from the Control Room for the duration of any Quiet Day.
- 4.5.** If DPR are of the opinion that any vehicle may exceed the 98dB(A) drive by limit a static test may be required prior to the vehicle entering the track. This information will help ascertain noise levels and avoid unnecessary breaches of the noise limits.
- 4.6.** On some events vehicles are “on track” for very short periods and effective noise control and management issues can arise because of this. DPR will if deemed necessary conduct static tests on the same basis as 4.5 above.

5. Enforcement

- 5.1.** If DPR is of the opinion that any vehicle does not comply with the applicable noise limits for it will require the organiser to prevent such vehicle(s) from continuing to use the Race Track unless such vehicle(s) can be modified to comply with the noise limits.
- 5.2.** Any vehicle exceeding 98dB(A) will be shown a black flag and this requires the driver/rider to complete the lap in a safe manner and leave the track via the pit lane as soon as it is reasonable and safely practical.
- 5.3.** Vehicles exceeding the relevant drive-by limits will be allowed to undertake repairs and modifications including the fitting of improved or additional silencing and in doing so provide evidence to the Noise Control Officer of the works undertaken. A vehicle may be re-tested once. If the vehicle fails the second test it will not be allowed back onto the Race Track.

APPENDIX F - RALLY DAYS

1. Scope

1. The following shall apply in respect of “Rally Days” at Donington Park.
2. Donington Park may be used for the WRC Rally undertaken with the authorisation of the relevant governing body on two days in the months of November or December during each calendar year.

2. Operating Hours

- 2.1.** Rally Vehicles shall not operate before 09:00 or after 21:00.

3. Operational Matters

- 3.1.** DPR shall advise NWLDC in advance of the event the area of land to be used for the event.

4. Noise Limits and Measurement

5. DPR will use reasonable endeavours to ensure that all vehicles used during Race Days operate to the silencing requirements prescribed in respect of that class of vehicle by the requirements of the Relevant Motor Sport Governing Body. The silencing requirements will be reflected in contractual agreements with Race Meeting organisers.
6. Rally vehicles will only be permitted on any Rally Day provided they conform to a static test as designated by the relevant Motor Sport Governing Body.

APPENDIX G – PLANNING PERMISSIONS

The four planning permissions for part of NMP and are attached in the form of PDF's.

The documents are;

- Planning Permission Reference Number 11/00620/VCI Dated 09/11/2011 with the file name "P0130.pdf"
- Planning Permission Reference Number 11/00619/VCI Dated 09/11/2011 with the file name "P0131.pdf"
- Planning Permission Reference Number 11/00618/VCI Dated 09/11/2011 with the file name "P0132.pdf"
- Planning Permission Reference Number 11/00568/VCI Dated 09/11/2011 with the file name "P0133.pdf"

APPENDIX H – NOISE ABATEMENT NOTICE

The NAN is attached with the file name "Noise Abatement Notice.pdf"