



CURRENT NOISE LEGISLATION

Like many environmental controls, those concerned with noise have grown over the years in a piece-meal way which is difficult for the layman to access. To help address that problem, below is a brief summary of the principal current controls applying in England and Wales.

The Land Compensation Act 1973 and the **Noise Insulation Regulations 1975-1996** made under it allow for grants to be made towards the cost of sound insulation in premises subjected to noise from new roads or railways. It cannot be applied retrospectively but may be useful where existing roads or railways are up-graded with the result that noise levels exceed stated thresholds. In addition, insulation grants schemes are in operation in areas surrounding Heathrow, Gatwick and Stansted airports.

The Control of Pollution Act 1974 contains powers for local authorities to deal with noise and vibration from construction and demolition sites. It also contains powers concerning the use of loudspeakers in the street (which have been used successfully in connection with loud car stereos), together with powers for the Secretary of State to approve Codes of Practice for the minimisation of noise. Codes currently exist for audible intruder alarms, ice cream chimes, model aircraft and construction noise and these may be used in evidence in legal proceedings.

The Health and Safety at Work etc Act 1974, though aimed primarily at the protection of workers (and providing, through Regulations, controls over workplace noise), also places a duty on employers to conduct their businesses so as to ensure that others too are not exposed to risks to their health. This can include risks arising to the public at large from noisy work activities.

The Town and Country Planning Act 1990, aimed at prevention rather than control, requires local authorities to draw up strategic local plans to reconcile the conflicts inherent in development. It permits conditions to be attached to Planning Consents which may include conditions on the emission of noise and gives a basis for protecting tranquil areas. Advice on the use of these powers is given to authorities in England by the Secretary of State in Planning Policy Guidance Note (PPG) 24. This document recommends maximum noise exposure levels for new residential developments near major noise sources. PPG 23 gives guidance on the relationship between planning controls and more specific controls on pollution, including noise.

The Environmental Protection Act 1990 provides the principal controls over so-called "statutory nuisances", including noise nuisances, whether arising from industrial, leisure or domestic activities. By virtue of the **Noise and Statutory Nuisance Act 1993**, it also applies to nuisances arising from vehicles (eg. from car alarms but not traffic noise), machinery and other equipment such as loudspeakers, in the street. Under the 1990 Act, local authorities have a duty to inspect their areas from time-to-time to detect nuisances and, when satisfied that one exists or is likely to occur or recur, to serve an Abatement Notice on the person responsible. Though businesses have a defence of "best practicable means", failure to comply with a Notice is a criminal offence. Local authorities have a power of entry to private premises, power to seize noise-making equipment and powers to carry out works in default of Notices.

The London Local Authorities Acts 1991 and 1996 together provide an accelerated procedure (for those London Boroughs which adopt it) to deal with noise from burglar alarms. The first also places certain duties on owners of alarms, including to fit a cut-out to their alarms and to notify details of two keyholders to the Police.

The Criminal Justice and Public Order Act 1994 as amended provides powers to the Police to prevent so-called "raves" – (gatherings at which amplified music is played during the night which by reason of its loudness and duration and the time at which it is played, is likely to cause serious distress to the inhabitants of the locality) - whether now occurring in the open air or indoors. Sound equipment used at a rave may be forfeit on the order of a court.

The Noise Act 1996 as soon to be amended by the Anti-social Behaviour Act introduces an offence of emitting excessive noise from a dwelling at night, ie. between 11:00pm and 07:00am. Following the service of a Warning Notice, if the noise measured in a neighbouring dwelling is not reduced, a fixed penalty may be payable. Alternatively, the local authority can prosecute and any equipment used in the commission of an offence may be forfeit.

The Housing Act 1996 and the **Crime and Disorder Act 1998** both provide powers to deal with anti-social behaviour which may include creating undue noise.

The Pollution Prevention and Control Act 1999 gives powers to both local authorities and the Environment Agency to control environmental emissions from many industrial processes through a system of prior consents. Among the emissions from the larger processes which may be controlled this way is noise.

The Building Regulations 2000, made under the **Building Act 1984**, govern standards of construction for new buildings and major conversion and repair work. Part E requires, among other things, methods of constructions for walls and floors separating dwellings from one-another and from the common parts of shared buildings which are deemed to meet certain sound insulation standards.

The Police Reform Act 2002 gives the power to Police Officers to require the name and address of anyone behaving in an anti-social manner. It also gives powers to stop and seize any motor vehicle which, including by reason of noise, is causing, or is likely to cause, alarm, distress or annoyance to members of the public.

The Licensing Act 2003 provides a comprehensive framework for the licensing by local authorities of a variety of premises and events. Licenses may be subject to conditions, including as to noise. The Act also provides a power for a senior Police Officer summarily to close a licenced premises, noise from which causes a public nuisance.

The Anti-social Behaviour Act 2003 strengthens the Housing Act 1996 to facilitate the regaining of possession from tenants of social landlords responsible for anti-social behaviour and amends the night noise offence of the Noise Act. It also introduces a power of local authorities, acting through their Chief Executive or Environmental Health Officer, summarily to close licenced premises which cause a public nuisance by reason of noise.

In addition, **Byelaws for Good Rule and Government** maintained by many local authorities also contain controls on particular types of noise in some circumstances. They cannot, however, be used where an equivalent statutory power is available.

In all cases, contact your local authority for further information.

Founded in 1883, the Chartered Institute of Environmental Health is an independent professional and educational body, dedicated to the promotion of environmental health and to encouraging the highest possible standards in the training of those who practice it. Based in London, and with approximately 9,000 members working in both the public and the private sectors throughout England, Wales and N Ireland, it received its Royal Charter in 1984. It has since become a Collaborating Centre of the World Health Organisation. It is a Registered Charity, no. 290350.

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Castle Combe Race Circuit Overview

The Castle Combe airfield opened in May 1941. The land which the airfield occupied belonged to the Castle Combe estate, which was owned by the Gorst family. The airfield functioned for seven years before being decommissioned in 1948.

Castle Combe Circuit opened in 1950, and the first meeting was staged on July 8 by the *Bristol Motorcylce & Light Car Club*. Over the next few years, the circuit attracted star names such as Stirling Moss, Mike Hawthorn, Roy Salvadori and John Surtees. Castle Combe has staged many different motorsport disciplines over the years. In 1997, Nigel Greensall established a new lap record. His Tyrrell 022 lapped the circuit at 130.93mph. However, this was the last year that the circuit would remain unaltered. A tragic accident involving the death of a spectator forced the owners into installing two new chicanes in order to slow the cars down. The new layout was slightly longer at 1.85 miles, and debuted in 1998.

Formula Three returned to Castle Combe in 2001. However, it would not stay long. In 2005, the circuit was issued with a noise nuisance order, which meant that the circuit had to reduce its noise level. The British Formula Three Championship, British GT Championship and British Touring Car Championship were louder than permitted, and so were prevented from returning.

Belgian GP circuit threatened after neighbors complain about noise

The race circuit of the Francorchamps Formula One Grand Prix in Spa may not be used for competition races or even test drives for the moment.

Related Articles

The state council, Belgium's highest advisory body, has suspended races on the circuit due to complaints by local residents of excessive noise levels.

Belgium's state council ruled in favor of a two-year-old complaint of a local action group who claimed that excessive noise levels from the circuit disturbed the woods and hills of the Ardennes region. The ruling could suspend any activity at the circuit for years, including the popular Formula One race traditionally held in late August.

Spa-Francorchamps, considered to be one of the most challenging race tracks in the world, mainly due to its fast, hilly and windy nature, is a favorite circuit for many racing drivers and fans alike.

The management of the Spa-Francorchamps circuit is trying to stave off the suspension of its license over environmental concerns. The ruling threatens the future of Formula One's Belgian Grand Prix.

The management said on Wednesday that it was meeting with local authorities to find a solution. The Sourdine action group which brought the complaint insisted it did not want to close the circuit but only to cut down noise levels.

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Noise Restrictions at Motorsport Vision Venues

These days, all racing circuits have noise restrictions and at MotorSport Vision we are unfortunately no exception. It is extremely important that we operate in compliance with our limits so that we also minimise any disturbance to local communities.

Noise can travel a long way, particularly in certain climatic conditions and therefore we must act in accordance with the regulations to ensure the future of trackdays for everyone that abides by the rules. Please help us by making your vehicle as quiet as possible before taking part in any on circuit activity.

Although the requirements below may seem restrictive, they ensure that the majority of trackday customers who do not attempt to flaunt the noise limits are able to continue to enjoy their events without jeopardising future trackdays with further restrictions.

Anyone wishing to have their car tested before a trackday is more than welcome to come to one of our circuits and have a noise test free of charge. Simply find a day at your most local track when an event is taking place (all events are listed on our Trackday Calendar) and arrive sometime between the start and finish times of the event and we can get your car tested in just a couple of minutes.

The initial test is a static test which is carried out using a handheld meter. Each car is measured 0.5 meters away from the exhaust at a 45 degree angle when the engine is being held at $\frac{3}{4}$ of the maximum RPM. In cases where the vehicle has two separated exhausts the measurement will be taken as below from the median point between the two.

For car trackdays, the noise regulations for each of the circuits are as follows:

Brands Hatch	Oulton Park	Cadwell Park	Snetterton	Bedford Autodrome
Indy Circuit (Daytime) - 105dB(A)	- All circuits 105dB(A)	- All circuits 105dB(A)	- Daytime - 105dB(A)	All circuits - 101dB(A)
Indy Circuit (Evening) - 102dB(A)			Evenings - 105dB(A)	
GP Circuit 101dB(A)				
Some events at 98dB(A)..			Some evenings are run at 102dB(A).	Bedford Autodrome also has a 87.5dB(A) drive-by limit which is measured at a distance of 20m.

If you are unsure about the times that we are running noise testing then you can contact each circuit directly on the phone numbers above.

At Bedford Autodrome, we also enforce a drive-by limit of 87.5dB(A) which is measured at a distance of 20m.

Whilst we do not currently impose a drive-by limit at any of our other circuits, in the interests of ensuring that the spirit of the noise level limits is respected, we do monitor

drive-by levels using noise meters located around the track. If the results of the drive-by monitoring show that your vehicle is generating drive-by sound levels appreciably higher than vehicles with comparable static test results, then you may be called into the pit-lane to address the noise level being generated.

Additional Information

Factors such as air temperature and humidity can affect the level of noise that your car is producing. This means that whilst on one day your car is within the respective limits, on another it may fall outside of those limits, preventing you from participating.

For your own piece of mind we urge you to keep a record of your cars noise level at each event. If you are ever within 1dB(A) of a particular limit then we suggest that you strongly consider having your car looked at before making another booking.

Exhausts do get louder with age as the packing deteriorates and it may be that you need to purchase an additional silencer or have the exhaust repacked before attending another event.

RALLY AUSTRALIA RELEASES REPORT ON NOISE IMPACT

AN independent expert report into the impact of noise generated during Repco Rally Australia on 3-6 September has recommended a list of measures to control it.

The measures include monitoring rally cars to maintain a maximum noise output of 96 decibels, as required by the Confederation of Australian Motor Sport (CAMS), limiting pre-event set-up, post-event pack-up and waste collection to daytime hours, placing silencers or acoustic barriers on equipment such as generators and compressors and switching off plant when not in use.

As well as physical measures to mitigate noise, the report also urged a communications program for residents. This would include providing advice on the timing and duration of event activities, how to deal with noise and a complaints procedure.

The report, compiled by traffic and acoustical consultants Carter Rytenskild Group (CRG), assessed noise emissions throughout the event period from set-up to post-rally, in accordance with the New South Wales Environment Protection Authority's Industrial Noise Policy and Environment Criteria for Road Traffic Noise. It looked at noise on the rally stages, at the Kingscliff main service park and at the Kyogle remote service park.

However, the report said that noise inside buildings set back at least 30 meters from the competition route could be kept within the guideline limits if doors and windows were kept shut while the rally cars passed.

It predicted noise impacts from various sources, including rally cars, public address announcements, waste collection, service park activity and even cheering spectators had the potential to be above the EPA guidelines used - although these did not allow specifically for non-permanent activity such as Rally Australia.

Noting that noise is intrinsic to motor sport, the report concluded: "Given that the rally event is for a short time period (three days for the main event) and activities at the different areas of the event (i.e., service areas and spectator areas) will not occur for the entire duration of the event (i.e., 70-minute duration for a rally stage), it is not unreasonable to anticipate residents closing doors and windows to minimise the internal noise impacts with those activities proximate to their dwelling."

The noise output of rally cars will be measured according to CAMS procedures set out in the event regulations.

Rally Australia Organising Committee Chairman Garry Connelly said the event would be active in finding ways to reduce and manage noise.

"Of all the consultant reports we have been issuing recently, the Noise Impact Report is the only one that presents with any real challenges in managing the issue. Overall we have been extremely pleased with the reports," he said.

“However, it is reasonable to point out, as this report does, that most noise generated during the rally will be heard for only relatively short periods at any time.

“We can assure residents we will be applying rigorous effort to minimise the impact of noise on them and their environment.”

Rockingham managing circuit noise

Rockingham has installed a new noise monitoring system around the circuit. This comprises monitors on the North and the South perimeter fences. The two points are used to determine the type of day as detailed below.

Day type	Event type	Permitted days per year
Type 1b	Normal road car. Car manufacturer new model launch	unlimited number
Type 1a	Tuned-up road car. Track days/club race weekends	60
Type 2	British Touring Car. British Touring Cars or F3 racing/testing	24
Type 3	Suitable for race vehicles with no noise restrictions such as F1	4

The information from the monitors is displayed in Race Control and any vehicles which are identified as being too loud for the specified day are removed from the track until they have re-tested to the appropriate level.

At the end of each week Rockingham will publish a list of forthcoming track activity, detailing the events planned and what noise level (day type) is expected for each day.



Donington Park operates under a strict noise management regime and are concerned with being good neighbours and committed participants in all aspects of local community life.

Times of Operation and Noise Control

Motor Racing, Motorcycle Racing and associated Motorsport activities are permitted at Donington Park under a Planning Permission which was granted in November 2011. Conditions set out in the Permission specify the periods, timing and noise control under which activities are permitted to take place at the circuit, and these are a matter of public record. They are summarised below.

RACE DAYS

Racing is permitted on a total of 60 days per annum between the hours of 9am and 8pm and is subject to the following noise limits:

Up to 60 days may be above a noise level of 108dBA

Up to 40 days may be above a noise level of 118dBA

Up to 20 days Unsilenced

The noise levels are measured in accordance with the procedures set out by the appropriate motorsports Governing Body. Racing normally takes place at weekends.

TEST DAYS

Testing of motorsports vehicles is permitted on 2 days per week throughout the year between the hours of 9am and 5pm or dusk, whichever is earlier.

Testing is not subject to noise limits

Test Days cannot be consecutive, cannot take place on weekends or Bank Holidays and cannot take place immediately before or after a Race Day. Testing normally takes place on Tuesdays and Thursdays.

QUIET DAYS

Use of the circuit is permitted on 365 days per annum between the hours of 9am and 5pm and, on days not governed by the Race or Test day rules as above, is subject to the following noise limit:

Not exceeding 98 dBA on a circuit drive-by test

Quiet days are used for driver/rider training, or to gain circuit experience.

RALLY DAYS

Use of the circuit and the Donington Estate is permitted on 2 days per annum to hold a stage of the World Rally Championship.

Not exceeding 100dBA as measured by the governing body

The rally stage must be held in the months of November or December but is not subject to specific time limits.

Procedures for managing noise are detailed in Donington Park's Noise Management Plan. The plan is subject to routine review. The circuit operator, the track hirers, race promoters and the motorsports governing bodies carry out noise measurement tests to ensure all vehicles comply with the appropriate noise restrictions. Vehicles exceeding permitted noise levels are prevented from using the circuit.

Visitors to all events held on the Donington Estate are controlled by licensing limits. For race events, on no more than 20 days per annum may the total visitor number exceed 10,000.

The annual racing calendar and daily activities on the circuit, including the daily maximum permitted noise level, are posted on the web site.

The Donington Sunday Market, which takes place within the Donington Estate, is controlled under a separate planning permission and is normally held on the land within the western area of the Estate.

A. INTRODUCTION

1. Background

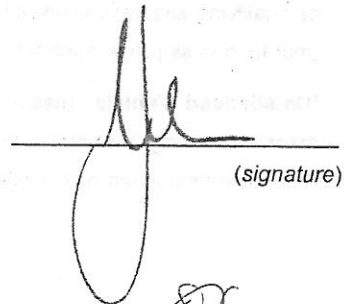
Snetterton Race Circuit has long hosted motor sport race events and test days all year round. Concerns have recently arisen regarding noise from Un-silenced Race Weekends and Un-silenced Testing at the Circuit (as defined below).

Breckland District Council ("BDC") issued a statutory Noise Abatement Notice (ref. APG/N/12/2007) dated 29th day of JANUARY, 2008 under Section 80 of the Environmental Protection Act 1990 ("Abatement Notice"). The Abatement Notice seeks to control the "racing, testing and track hire activities involving vehicles with noise emissions greater than 118dB(A)" as measured by a static test in accordance with the current requirements of the Motor Sports Association and Auto-Cycle Union. To this end, Schedule 1 to the Abatement Notice requires that MSV "implement and maintain in force all measures works and other actions specified to be taken in the Statement of Best Practicable Means..." within specific timeframes ("the Statement").

This document constitutes the Statement agreed between MSV and BDC. It sets out MSV's and BDC's shared understanding of what represents the Best Practicable Means by which MSV may reduce noise levels generated by vehicles operating at the Circuit in accordance with the Abatement Notice.

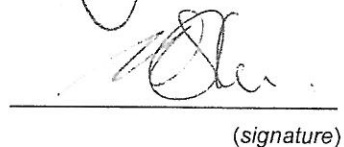
This Statement shall be deemed to be agreed between MSV and BDC with effect from signature of this Statement by both parties below.

SIGNED BY Jonathan Palmer)
an authorised signatory)
for and on behalf of)
MOTORSPORT VISION LIMITED)
on 18 JAN 2008 (date))



(signature)

SIGNED BY ^{MARK STOKES}
KAX FISHER (print))
an authorised signatory)
for and on behalf of)
BRECKLAND DISTRICT COUNCIL)
on 24 / 1 / 2008 (date))



(signature)

2. Terminology

In this document, the following words and phrases have the following meanings.

'Circuit' means the Snetterton Race Circuit, Snetterton, Norwich, Norfolk NR16 2JU as shown outlined in black on the plan attached to the Abatement Notice.

'Governing Body' means (a) in the case of cars, the RAC Motor Sports Association, the national governing body of motor sport in the United Kingdom ("MSA"), or Federation Internationale de l'Automobile, the international governing body of motor sport ("FIA") (as applicable) and their respective successors-in-title, or (b) in the case of motorcycles, the Auto-Cycle Union, the national governing body of motorcycle sport in the United Kingdom ("ACU"), or Federation Internationale de la Motorcyclisme, the international governing body of motorcycle sport ("FIM") (as applicable) and their respective successors-in-title.

'Race Weekend' means, together, those practice, qualifying and competitive racing sessions which are organised under permit from the relevant Governing Body and that take place on Saturdays, Sundays and Bank Holiday days at the Circuit.

'Un-silenced Race Weekend' means a Race Weekend which involves any practice, qualifying or competitive racing session(s) which includes Un-silenced Vehicles.

'Un-silenced Testing' means the practice or testing of Un-silenced Vehicles at the Circuit which does not include on-circuit competition between participants, but which may include timing against the clock. This definition does not include any Circuit activity taking place during an Un-silenced Race Weekend, but does include practice or qualifying sessions taking place on a weekday (generally on a Friday) organised prior to, and as preparation for, an Un-silenced Race Weekend.

'Un-silenced Vehicle' means a vehicle which operates above 118 dB(A) when measured using the static test method, in accordance with the measurement requirements defined by the relevant Governing Body from time to time.

B. BEST PRACTICABLE MEANS

1. Physical control of noise propagation

1.1 MSV shall construct an earth noise attenuation bund, measuring 5 metres in height, from the northern side of the Circuit, around the entirety of the eastern side, to the south of the Circuit, subject to clauses 1.2-1.3, below.

1.2 Construction of the bund is subject to the relevant land being made available to MSV for such purposes on reasonable commercial terms by the landowner and subject to obtaining relevant planning permission.

1.3 If it becomes apparent to MSV that:

1.3.1 the relevant land required for the purposes of construction of the bund cannot be acquired on reasonable commercial terms; or

1.3.2 MSV cannot, without reasonable excuse, commence or complete the development of the bund in accordance with the timescales set out in Schedule 1 to the Abatement Notice,

then MSV shall, subject to obtaining relevant planning permission, construct a continuous acoustic fence along the eastern boundary of the Circuit within MSV's freehold land to a height of no less than three (3) metres above ground level, the exact specification and timing for completion of such fence to be agreed between MSV and BDC acting reasonably.

2. Limiting number of Un-silenced Testing days and Un-silenced Race Weekends

2.1 Un-silenced Testing

2.1.1 No more than thirty one (31) days of Un-silenced Testing will be held during week days at the Circuit during any one calendar year.

2.1.2 No more than two (2) days of Un-silenced Testing will be held at the Circuit in any one week.

2.1.3 For the avoidance of doubt, no Un-silenced Testing will be held at the Circuit during any weekends during any year.

MotorSport Vision Limited

Noise Management Plan for Snetterton Racing Circuit

Date: November 2008

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PART A

INTRODUCTION

This proposal has been produced by MotorSport Vision (MSV) following meetings and discussions between Breckland Council, hereafter referred to as the Council, and MSV in relation to the control of noise at Snetterton motor racing circuit. This proposal is intended to form the basis of an arrangement between MSV and the Council to which both MSV and the Council will be able to refer in relation to the control of noise at Snetterton Circuit.

It is important that this proposal (and any future arrangement established as a result) is treated as a voluntary, working document. Therefore it may be subject to review and change over time as the results of noise monitoring and complaints are examined and any commercial effects of the proposals are realised.

It is accepted by the Council that any unreasonable restrictions to the activity on the circuit could have a direct effect on revenue and viability of the circuit as a whole and that implementing measures that are highly restrictive could have the potential to result in irreparable damage to the business and therefore the benefits that the business brings to the local community. It is believed that the measures outlined in this document draw on best racing industry practice and will help to cumulatively reduce any impact of noise from the circuit on the local community.

Compliance with the requirements of the Noise Management Plan would be considered best working practice in minimising noise disturbance from the circuit in conducting its normal day to day activities. However, compliance does not, and cannot, fetter the Council's ability to take formal action in respect of acts or activities giving rise to a Statutory Nuisance.

Snetterton Circuit has existed and developed with no planning restrictions relating to specific noise limits or hours of operation until January 2008 when restrictions regarding un-silenced running were agreed within a Best Practicable Means (BPM) statement. MSV recognises the importance of satisfactory co-existence with the local community and has implemented measures through the Operational Guidelines to control potential noise disturbance.

MotorSport Vision Limited

PART B
GLOSSARY

In this proposal, 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" means the class of vehicles with a static noise test limit up to and including 108 dB(A) measured in accordance with the measurement criteria of the Relevant Governing Body.

"Class 2" means the class of vehicles that have a static noise test limit in excess of 108 dB(A) up to and including 118dB(A), measured statically in accordance with the measurement criteria of the Relevant Governing Body

"Class 3" means the class of vehicles with a static noise test limit over 118 dB(A) measured in accordance with the measurement criteria of the Relevant Governing Body. Under current regulations of each Relevant Governing Body these vehicles are usually un-silenced.

"Council" means Breckland Council.

"Drive-by Noise Limit" means a dB(A) maximum level from a fixed noise meter beside the Race Track that vehicles operating on Track Days or Evening Track Events shall comply with.

"Evening Track Events" means any form of vehicular activity on the Race Track after 18.30 that does not form part of a Race Meeting.

"FIA" means the Federation Internationale de l'Automobile, the international governing body of motor sport.

"FIM" means the Federation Internationale de la Motorcyclisme, the international governing body of motorcycle sport.

"MSA" means the RAC Motor Sports Association, the national governing body of motor sport in the United Kingdom.

"Promoted Race Meeting" means those meetings listed in Appendix 1 to the Noise Management Plan, subject to review prior to the start of each season by MSV.

"Noise Management Plan" means this entire document.

"Quiet Day" means a day on which only vehicles which are silenced to levels which would be legal on public roads may be operated.

"Race Meeting" means an event consisting of practice, qualifying, racing and associated testing involving vehicles which takes place on the Race Track.

"Race Track" means the asphalt track upon which circuit activity takes place.

"Race Weekend" means, together, those practice, qualifying and competitive racing sessions which are organised under permit from the Relevant Governing Body and that take place on Saturdays, Sundays and Bank Holiday days at the circuit.

"Relevant Governing Body" means the MSA, FIA (as applicable, in the case of cars), or the ACU, FIM (as applicable, in the case of motorcycles).

"Retail Driving Events" means events at which participants drive MSV operated vehicles operated to a set format and sold to a retail or corporate customer.

"SCLG" means the Snetterton Circuit Liaison Group

"Testing" 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.

"Track Days" means events when cars or motorcycles are used on the Race Track for recreational, promotional and commercial purposes, but do not compete.

"Track Demonstration" means the operation on the Race Track of vehicles that are not competing, but for display to spectators.

PART C
CONTROLS

1. RACE MEETINGS

The following shall apply in respect of Race Meetings at Snetterton Circuit.

1.1 Operating Hours

- 1.1.1 Race vehicle movements on the Race Track including practice, Testing, qualifying and racing may only take place during the following hours:

Fridays, Saturdays, Sundays and Bank Holidays 09:00 to 18:30

- 1.1.2 No racing engines shall be started before 08:30 on Fridays, Saturdays, Sundays and Bank Holidays

1.2 Noise Measurement

- 1.2.1 MSV will use reasonable endeavours to ensure that all vehicles used during Race Meetings operate to the silencing requirements prescribed in respect of that class of vehicle by the requirements of the Relevant Governing Body. The silencing requirements will be reflected in contractual agreements with Race Meeting organisers.

- 1.2.2 Suitable designated noise test areas will be used where vehicles shall be tested.

- 1.2.3 The sound levels generated by all vehicles participating in Race Meetings (other than races involving Class 3 vehicles must be tested in accordance with the regulations of the Relevant Governing Body.

1.3 Restrictions on Number of Class 3 Race Meetings

- 1.3.1 MSV shall not permit more than four race meetings involving Class 3 vehicles in any calendar year.

- 1.3.2 MSV shall notify the Council, in advance of the organisation of any Race Meeting involving Class 3 vehicles. MSV shall aim to provide written notification three months prior to the Race Meeting but in any event at least 60 calendar days in advance.

- 1.3.3 MSV shall ensure that activity at the circuit involving Class 3 vehicles during a Class 3 Race Weekend shall be limited to between 10:00 and 17:00 hours

- 1.3.4 Circuit activity involving Class 3 vehicles shall be limited to a total of four (4) hours during each day of a Class 3 Race Weekend

- 1.3.5 MSV shall ensure that a continuous one-hour lunch break is scheduled between the hours of 12:00 and 14:00 during which no Class 3 vehicles at the circuit on that day shall be permitted to undertake any racing or qualifying.

- 1.3.6 Circuit activity involving safety and maintenance vehicles silenced to levels which would be legal on public roads shall be permitted during this lunch hour. For the avoidance of doubt, no racing shall be permitted during the lunch hour using such vehicles.

1.4 Track Demonstrations

MSV shall be entitled to organise Track Demonstrations involving Class 3 vehicles, not exceeding a total of 30 minutes during no more than four Race Meetings with no more than three vehicles on track at any one time, without such Race Meetings being counted as a Race Meeting for Class 3 vehicles. MSV must provide in writing at least fourteen calendar days' advance notice of any such Track Demonstrations to the Council.

1.5 Evening and Night Race Meetings

- 1.5.1 There may be one Race Meeting per annum incorporating a 24hr race for which from 18.30 until 09.00 only Class 1 or Class 2 vehicles may use the circuit.
- 1.5.2 There shall be one Quiet Day in the week preceding any 24 hour Race Meeting and one Quiet Day immediately following any 24 hour Race Meeting.
- 1.5.3 There may be one Race Meeting per annum incorporating a 12 hour race which shall not commence before 09.00 or continue after 22.00 and at which only Class 1 or Class 2 vehicles may use the circuit.
- 1.5.4 There shall be one Quiet Day in the week preceding any 12 hour Race Meeting and one Quiet Day immediately following any 12 hour Race Meeting.

2. TRACK DAYS

2.1 Operating Hours

Class 1 vehicles (not including track service vehicles) shall not operate on the Race Track before 09:00 or after 18:30 other than in relation to Evening Track Events.

2.2 Noise Limits

- 2.2.1 The use of Class 3 vehicles is prohibited at Snetterton Circuit during Track Days.
- 2.2.2 Class 1 vehicles will only be permitted to participate in any Track Days provided that they conform to MSV's static noise test limits as set out below:

Daytime and evenings: 105 dB(A)

2.3 Noise Measurement

- 2.3.1 MSV shall conduct static noise checks to establish adherence to the limits above in accordance with current measuring methods as defined by the MSA/ACU for cars/motorcycles. See 1.2.1.
- 2.3.2 MSV shall use designated noise test areas suitable for the purpose where vehicles are tested prior to allowing them onto the circuit.

2.4 Enforcement

If MSV is of the opinion that any vehicle does not comply with the applicable noise limit for Track Days as set out in 2.2.2, 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 limit.

2.5 Drive-by Noise Limit Monitoring

- 2.5.1 From 1 August 2008 MSV will monitor drive-by levels using a noise meter located at an appropriate location beside the Race Track.
- 2.5.2 During 2008 monitoring of drive-by noise levels during Track Days shall be undertaken in order to establish, in consultation with the Council, a reasonable Drive-by Noise Limit, commensurate with the static test limits, to apply from 1 March 2010.
- 2.5.3 From 1 March 2010 all vehicles participating on Track Days shall comply with the Drive-by Noise Limit.
- 2.5.4 Once Drive-by Noise Limits are established, MSV shall exclude from the track any vehicle exceeding the Drive-by Noise Limit and such a vehicle may take no further part in the Track Day unless it is modified to comply with the Drive-by Noise Limit.

3. EVENING TRACK EVENTS

The only vehicular activity that may be carried out on the Race Track after 18.30 may be Evening Track Events unless part of a Race Meeting.

3.1 Operating Hours

All Evening Track Events shall cease no later than 20:00 or 30 minutes after official sunset times, whichever is the earlier.

3.2 Limits on Number of Evening Track Events per Week

- 3.2.1 No Evening Track Events shall take place on Fridays, Saturdays or Sundays.
- 3.2.2 Evening Track Events will not take place if the Race Track has been used during the day by Class 3 Vehicles.
- 3.2.3 MSV shall not permit more than four Evening Track Events per week.
- 3.2.4 In 2008 MSV shall ensure that the first three Evening Track Events run to a maximum of 105 dB(A) on the static test, and any fourth runs to a maximum of 102 dB(A).
- 3.2.5 In 2009 MSV shall ensure that of the Evening Track Events run in any week, only one may run to a maximum of 105 dB(A) on the static test, with all others running to a maximum of 102 dB(A).
- 3.2.6 In 2010 and thereafter MSV shall ensure that all Evening Track Events run to a maximum of 102 dB(A) on the static test.
- 3.2.7 For reference, vehicles complying with the 102 dB(A) static limit would be of a noise level to legally operate on the public road.

3.3 Noise Limits

- 3.3.1 If MSV is of the opinion that any vehicle does not comply with the applicable noise limits for Evening Track Events as set out in 3.2.2, 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.
- 3.3.2 During Evening Track Events, all drivers will be observed and monitored for tyre squeal. Any driver creating excessive tyre squeal shall be reprimanded by being given two warnings and then be excluded from further participation that day following any third occurrence of excessive tyre squeal.

- 3.3.3 MSV shall apply the principles of noise measurement and drive-by monitoring described in paragraphs 2.3 and 2.5 to Evening Track Events.

4. TESTING

The following shall apply to use of the circuit for Testing purposes (other than Testing as part of a Race Meeting).

4.1 Operating Hours for Class 1 and 2 Vehicles

Use of the Race Track by Class 1 or 2 vehicles (except service vehicles) shall not start before 09:00 and shall cease no later than 18:30.

4.2 Noise Limits

All vehicles, other than Class 3 vehicles, must operate when Testing to the silencing requirements prescribed in respect of that class of vehicle by the requirements of the Relevant Governing Body.

4.3 Noise Measurement

- 4.3.1 MSV shall use designated noise test areas suitable for the purpose where all vehicles shall be tested prior to allowing them onto the circuit.

- 4.3.2 MSV shall ensure that the sound levels generated by all vehicles participating in Testing are tested in accordance with the requirements of MSA/ACU or in the case of track hire activities, on an equivalent basis.

4.4 Testing for Class 3 Vehicles

- 4.4.1 No more than two consecutive days of Testing involving Class 3 vehicles shall be permitted during any week.
- 4.4.2 A maximum of 31 days in any one calendar year shall be permitted
- 4.4.3 All test days including Class 3 vehicles will cease at 17:00
- 4.4.4 A maximum of 10 vehicles will be allowed to use the Race Track at any one time, except when such weekday testing is in connection with and forming part of a Class 3 Race Weekend, when the limit on the number of vehicles shall be as stated on the relevant circuit licence issued by the Relevant Governing Body.
- 4.4.5 MSV shall not schedule more than one weekday of Class 3 Testing as part of practice for any given Class 3 Race Weekend.
- 4.4.6 MSV shall ensure that a continuous one-hour lunch break is scheduled between the hours of 12:00 and 14:00 during which no Class 3 vehicles shall be permitted to undertake any Testing activity.
- 4.4.7 MSV shall ensure that the running of engines during Class 3 Testing days (including for the purpose of noise testing and/or warming-up/cooling down engines) will not be permitted any earlier than thirty (30) minutes prior to commencement, or later than thirty (30) minutes after the cessation of circuit activity.
- 4.4.8 MSV shall include as a term of use of the circuit for Testing that teams shall keep any engine running to a minimum during the thirty (30) minute periods referred to in clause 4.4.7.
- 4.4.9 MSV shall ensure that any engine running during the thirty (30) minute periods referred to in clause 4.4.7 takes place within circuit garages, pit buildings or paddock buildings

5. TRACK VEHICLE NUMBERS

The track licenses granted by the relevant regulatory bodies permit the number of vehicles to use the circuit at one time as set out in 5.1 to 5.4. The maximum figures relate to qualifying or practice.

5.1 Cars

Car Type	Description
A	Racing & Sports Racing over 2000cc (inc SR1 SR2 LMP1 LMP 2 FIA GT)
B	Racing & Sports Racing upto 2000cc (Inc GT1, GT2)
C	Other classes (Production based saloons, Touring Cars & Sports Cars)

Noise Limit db(A)	Type of activity	Car Type	National Circuit 2008
<105	Car Track Day	C	45
<118	Car Testing	A	33
		B	38
		C	45
<118	Car Racing	A	33
		B	38
		C	45
<118	Car Endurance Racing		
	>1.5hrs <3 hrs	Production based Saloons	52
		Others	42
	>3 hrs < 5 hrs	Production based Saloons	54
		Others	44
	> 5 hrs	Production based Saloons	57
		Others	46

5.2 Bikes

Noise Limit db(A)	Type of activity	Bike Type	National Circuit 2008
<105	Bike Track Day		66
<105	Bike Testing	Solo	66
		Sidecar	40

<105	Bike Racing	Solo	66
		Sidecar	40
		Endurance	60

5.3 Karts

Noise Limit db(A)	Type of activity	National Circuit 2008
<105	Gearbox MSA Karts	60

5.4 Sprints

Noise Limit db(A)	Type of activity	National Circuit 2008
<105	MSA Sprints	33

5.5 Future Development

- 5.5.1 The proposed development of an infield circuit at Snetterton would increase total track length by approximately one third, and the permitted total track numbers under the relevant licenses for the combined or concurrent use of the circuit would be expected to increase accordingly. However MSV will agree to continue to operate the entire circuit facility to the maximum numbers as set out above relating to the current circuit, save as set out in 5.5.2 or 5.5.3.
- 5.5.2 Any 12 or 24 hour race meeting permitted under 1.5.1 or 1.5.3 may operate to any limit as determined by the appropriate governing body in relation to the entire circuit facility. If the relevant event is operated under an international track licence, the limits imposed by such licence will apply.
- 5.5.3 Not more than 10 cars, which must not exceed a static noise level of 102 db(A), may operate on the proposed new infield circuit in addition to the relevant maximum number for any current circuit activity as set out in 5.1 to 5.4.

6. NOISE CONTROL PROCESSES

In addition to the measures outlined above, MSV will implement the following operational and practical measures to address general noise control.

6.1 Static Noise Testing

- 6.1.1 MSV will use specific noise testing areas at the circuit for the purposes of carrying out noise testing.
- 6.1.2 All customers of MSV, including Race Meeting organisers, Track Day operators or individual Track Day clients, will be notified of any noise limits that apply to their activity before they arrive at the circuit. MSV shall include noise control details in all its track hire agreements, operational regulations, as well as its online and telephone sales processes.
- 6.1.3 MSV shall continue to police the noise limits, both through the static noise testing processes as well as through taking appropriate action in relation to any vehicles producing excessive drive-by noise levels, as follows.

6.2 Drive-by Noise Limit Monitoring

- 6.2.1 The 2010 Drive-by Noise Limit for Track Days shall be established following the collection of drive-by monitoring data during 2009 and set no later than 30 November 2009. The threshold will be set by MSV following consultation with the Council. During the period of monitoring MSV will inform participants that drive-by monitoring is being carried out in 2008 and 2009, that there will be a drive-by limit in 2010, and endeavour to provide participants with their current drive-by noise level to assist with compliance in 2010.
- 6.2.2 Throughout 2009 MSV shall operate a drive-by noise monitor for the purposes of monitoring all drive-by noise levels. This monitoring will apply to all vehicles. Drive-by noise level information will be relayed to the race control centre. Drive-by noise level information from all Track Day use will be stored for a minimum of one year.
- 6.2.3 From 1 March 2010 a Drive-by Noise Limit shall be the ultimate mechanism for the control of noise on Track Days. Any vehicle exceeding the Drive-by Noise Limit will be excluded from further activity on the Race Track until such time that it may be modified to comply. Drive-by noise levels will be recorded and retained at the circuit for one month and shall be available for inspection by the Council on reasonable prior notice of at least 72 hours.

6.3 Tannoy Use

- 6.3.1 From 1 March 2009 MSV will operate and maintain a tannoy system at the circuit that reduces the tannoy volume to the minimum level to maintain clear audibility over the background noise. The volume will be automatically reduced when there is no on-circuit activity.

6.4 Aircraft Movements

- 6.4.1 MSV will ensure that best practice procedures are employed for all aircraft movements relating to Snetterton Circuit and wherever possible require all aircraft landing at the circuit to apply for permission in writing in advance. Grant of any permission to land is subject to acceptance of the landing procedures, which include avoiding "no fly zones" over Eccles and Snetterton villages, following MSV's recommended routes into the circuit and using designated landing sites.

A copy of the current version of the helicopter landing guidelines is included with this Noise Management Plan.

Whilst air ambulances will also be notified of these routes and no-fly zones it will sometimes be necessary for them to be exempt from these requirements in the interests of ensuring quick recovery of any track accident.

- 6.4.2 MSV is to inform the Council seven working days in advance of events where more than 6 landings and 6 take offs on any day for helicopter traffic is likely or expected.
- 6.4.3 The use of helicopters for aerial filming of Race Meetings will be discouraged, but any such use will be subject to prior registration with MSV and the grant of permission by MSV which will only be granted where use of a helicopter is technically necessary for the purposes of production of such coverage. They will be required to observe the no-fly zones over Eccles and Snetterton villages.
- 6.4.4 For events at which helicopters will be used for filming purposes, details will be provided to the Council and local residents no later than 14 days prior to the event.

7. NOTIFICATION, COMPLAINTS MANAGEMENT AND COMMUNITY LIAISON

Effective communication between Snetterton Circuit and local residents is recognised to be very important in order to minimise noise complaints. Neighbours are less likely to be disturbed by noise emissions from the circuit if they are provided with prior notice to particularly noisy Race Meetings. They then have the ability to plan around these events, to ensure impact is minimal.

The following measures set out methods which MSV intends to implement, with co-operation from the Council, in order to ensure that information relating to events at Snetterton Circuit is disseminated to those in the local community who may be affected by it, as well as to manage any complaints and maintain good relations with the circuit's neighbours. MSV proposes to make more comprehensive, accurate and up-to-date information freely available to local residents by 1 August 2008.

7.1 Notification of Noise Complaints

7.1.1 The Council will notify MSV of any noise complaints within 48 hours of receipt.

7.1.2 MSV shall keep a record of all noise complaints received (whether from the Council or otherwise) for a minimum period of 24 months and shall aim to respond to all noise complaints within 48 hours of receipt, explaining the activity and any relevant circumstances that may have lead to the complaint.

7.2 Noise Telephone Hotline

7.2.1 MSV has established a dedicated noise telephone hotline number which has been publicised to the local community to enable local residents to contact a member of staff with any requests for information about events taking place at Snetterton Circuit or to lodge a noise complaint. The noise hotline will be permanently manned on all major Promoted Race Meetings.

7.2.2 A 24 hour complaint reporting answer-phone is in place at all other times.

7.2.3 A dedicated email address for any noise complaints has been established and publicised. MSV will use reasonable endeavours to respond within 48 hours.

7.3 Dedicated Information Web Page

7.3.1 MSV has established and will maintain a dedicated web page as part of the www.snetterton.co.uk website which will provide details of forthcoming events and the timetables when known. Users will be able to subscribe to a database through the website and receive regular updates by email, including that referred to in 7.4.

7.3.2 The web page shall indicate which events are likely to be particularly noisy or cause particular disruption, with reference to weather conditions which may affect the transmission of noise.

7.4 Quarterly Updates

MSV shall provide a quarterly update for circulation to the local community setting out details of upcoming major Promoted Race Meetings and other news relating to Snetterton Circuit in the community that may be of interest. This update shall be available via email to subscribers to the dedicated web page and shall also be circulated by post or hand delivered to local residents.

7.5 Continuing Community Liaison

Snetterton Circuit personnel shall maintain ongoing liaison with the Council, and host and attend regular scheduled meetings with the SCLG.

8. NOISE MANAGEMENT PLAN REVIEW MECHANISM

- 8.1 The Noise Management Plan will be reviewed annually during the months of October/November in order to allow feedback into the preparation of the following year's race calendar.
- 8.2 At this review any changes agreed between the Council and MSV will either be put into place where reasonably practicable for the start of the next racing season, or be programmed for implementation in agreed stages or at a later date.
- 8.3 Noise complaints made to the Council will be logged and investigated and any appropriate action will be taken.
- 8.4 Any breaches of the Noise Management Plan giving rise to Statutory Nuisance may result in formal action.

Rockingham
NOISE MANAGEMENT
PLAN 2012

ROCKINGHAM MOTOR SPEEDWAY LTD **NOISE MANAGEMENT PLAN**

1. Introduction

Events at Rockingham Motor Speedway (RMS) shall be restricted as per the Noise Control Strategy and measured at the North and South noise monitors. Control over the noise at these monitors is effected by the circuit using static noise testing and a drive-by camera system . The proposed correlation of noise levels between the drive by camera and the north and south monitors to ensure the prevention of any breach, is shown in the table below.

No of Days	Type	North Monitor	South Monitor	Drive-by Camera	Static (approx.) Noise Test
4	Class 3	unsilenced	unsilenced		>118dB
24	Class 2	89dB LAeq15	94 dB LAeq15	98 dB trigger	106 to 118 dB
60	Class 1a	80dB LAeq15	85 dB LAeq15	95 dB trigger	98 to 105dB
Unlimited	Class 1b	73dB LAeq15	78 dB LAeq15	90 dB trigger	<98 dB

Fig. 1.1: Correlation of noise levels to prevent a breach

The full specification of the noise monitors and details of how they operate and are maintained, serviced and calibrated have been made available to East Northamptonshire Council (ENC). The monitors are located at the outer limits of the circuit as per the plan below.

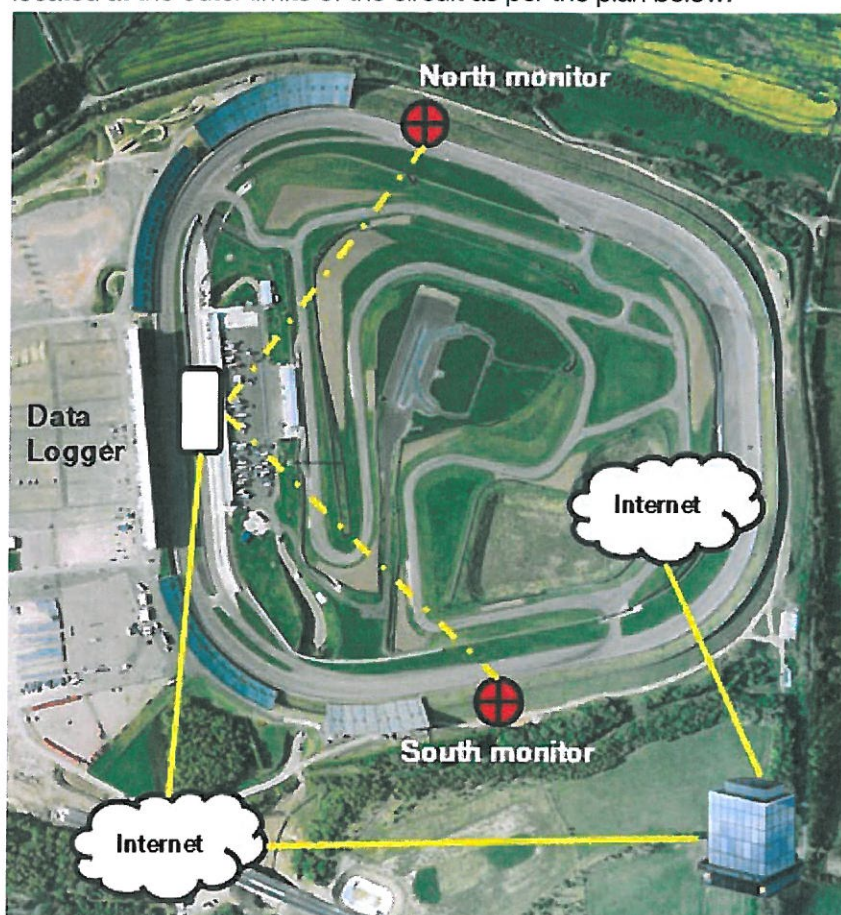


Fig. 1.2: Location of north and south noise monitors

ROCKINGHAM MOTOR SPEEDWAY LTD NOISE MANAGEMENT PLAN

2. Noise Data

The data at the north and south noise monitors will be accessible to ENC officers 24 hours a day via a live web feed which can be viewed using any computer or mobile device, via password protected URL's.

3. Noise Monitoring Process

3. 1 Point of Sale and Calendar

At the point of sale for all events using the circuit, Rockingham's clients will be contractually obliged to meet the noise levels determined in fig 1.1 , above. In the case of race events, the agreed noise levels will be written into the championship regulations and supplementary regulations issued by the Motor Sports Association (MSA), Auto-Cycle Union (ACU) or Motor-Cycle Racing Control Board (MCRCB) approved organising club to all competitors. For all other events it is the client's responsibility to communicate the expected noise levels to all participants.

Rockingham's events calendar will be phased by the RMS senior management team and monitored on a weekly basis in the events meeting, with an ongoing tally of days booked and delivered. The class of day sold will be entered onto the present operational calendar which will be available to ENC, enabling Rockingham and ENC to monitor the number of days booked and delivered at each noise level. Should a day be louder than nominated, it will be classified as a breach. Should the day be quieter than nominated, RMS will reclassify the event. For example if a day originally booked at 1a runs as a quieter 1b event, the day will be logged as a 1b day.

The calendar document will be for information purposes and is subject to change as bookings are received or amended. This calendar will be circulated weekly to ENC. All personnel will be aware of the requirement to manage noise levels via Rockingham's **Track Access Procedure** and **Race Control Procedure**.

3.2. Internal Event Booking

Events are managed internally via Rockingham's Event Planning Document (EPD) system.

When an event is booked and an EPD produced the "Fuel and Safety" section requires completion with information relating to the noise levels set for the event. This is to ensure that race control personnel set the correct noise limits on the noise monitoring system for the day. The EPD also identifies who will be responsible for conducting noise testing on the day. Failure to set the correct limits could result in a breach and so this section of the EPD is mandatory and an EPD cannot be processed until this section is completed. The information for the EPD will be taken directly from the signed contract.

The EPD will also name the Duty Manager (DM) for the event. It is the DM's responsibility to check that Race Control have set the correct noise limit for the day, and this responsibility has been incorporated into Rockingham's existing **Duty Manager Procedure**.

3.3. Communication of Events Taking Place on Track

When an event is booked it will be added to the operations calendar. This calendar will be circulated to ENC on a weekly basis. Parish councils, ward elected members from East Northamptonshire and Corby Borough Council and complainants registered on the log will receive a quarterly newsletter listing forthcoming events. For more up to date information the events taking place on the track will also be listed on the RMS website at <http://www.rockingham.co.uk>

ROCKINGHAM MOTOR SPEEDWAY LTD NOISE MANAGEMENT PLAN

3.3. RMS Circuit Operating Procedures

3.3.1. Race Control Procedure

For each event the noise monitor will be set to the noise level allocated to the day. Once the day has been designated as a particular Class, (type 1b, type 1a etc) and the details sent to ENC, the limits at the North and South monitor cannot be allowed to breach.

To prevent this, Race Control will monitor the “live screen” for the North and South monitors and the “active screen” for the drive-by monitor. The drive-by monitor is set at a level to flag a potential problem to RMS well in advance of a breach.

Race Control will observe and note all vehicles that trigger the limit at the drive-by monitor and if the session starts to push the monitor close to the limit for a 15 minute session, action will be taken to remove the offending vehicle(s) from the circuit as quickly as possible or shorten or stop the session if required. Race control will implement this using the existing **Recovery and Incident Procedure**.

3.3.2. Operational Procedure

Each vehicle using the circuit will be subject to a static noise test, the level for which will be determined by the class of day set on the EPD. Stickers are affixed to each vehicle tested, with different stickers for each day. Without a sticker vehicles will not be permitted to access the track.

The noise testers will be trained as MSA scrutineers, which is the definitive accreditation standard for racing in the UK. The equipment used will be calibrated and checked annually.

Static noise tests will take place in a pre-defined area which will remain the same for all events to ensure consistency. At race events MSA scrutineers will be present to conduct these tests (overseen by RMS), and at other events MSA accredited circuit personnel will perform this task according to the Noise Testing Procedure. Records of the static noise tests will be kept for reference purposes.

3.3.3. Noise Level Recording

Noise levels are monitored and recorded electronically 24 hours a day by the noise monitoring software and will never be deleted. These records are available to ENC on request and should there be a breach or an issue at the circuit they will automatically be forwarded to ENC using a dedicated email address (see point 4).

ROCKINGHAM MOTOR SPEEDWAY LTD NOISE MANAGEMENT PLAN

4. Notification of Breach

In the event of a breach of the noise levels set for the day, the live display screen available to ENC and RMS will turn red. ENC will be sent an automated email from the noise monitoring system and will also be notified in writing by RMS that a breach has occurred. At weekends, the RMS duty manager will notify the ENC Environmental Services duty officer. An investigation will be undertaken, and the breach penalties detailed in the Noise Control Strategy will be actioned.

5. Complaints Procedure

Noise complaints can be made by calling RMS on 01536 270100 or ENC on 01832 742054. Each complaint to RMS will be logged and responded to within two days, the complaint will be investigated by accessing the noise data for the time in question. A written complaint resolution will be sent by RMS within five days.

Complaints will be addressed using following the procedure outlined in figure 1.3, below.

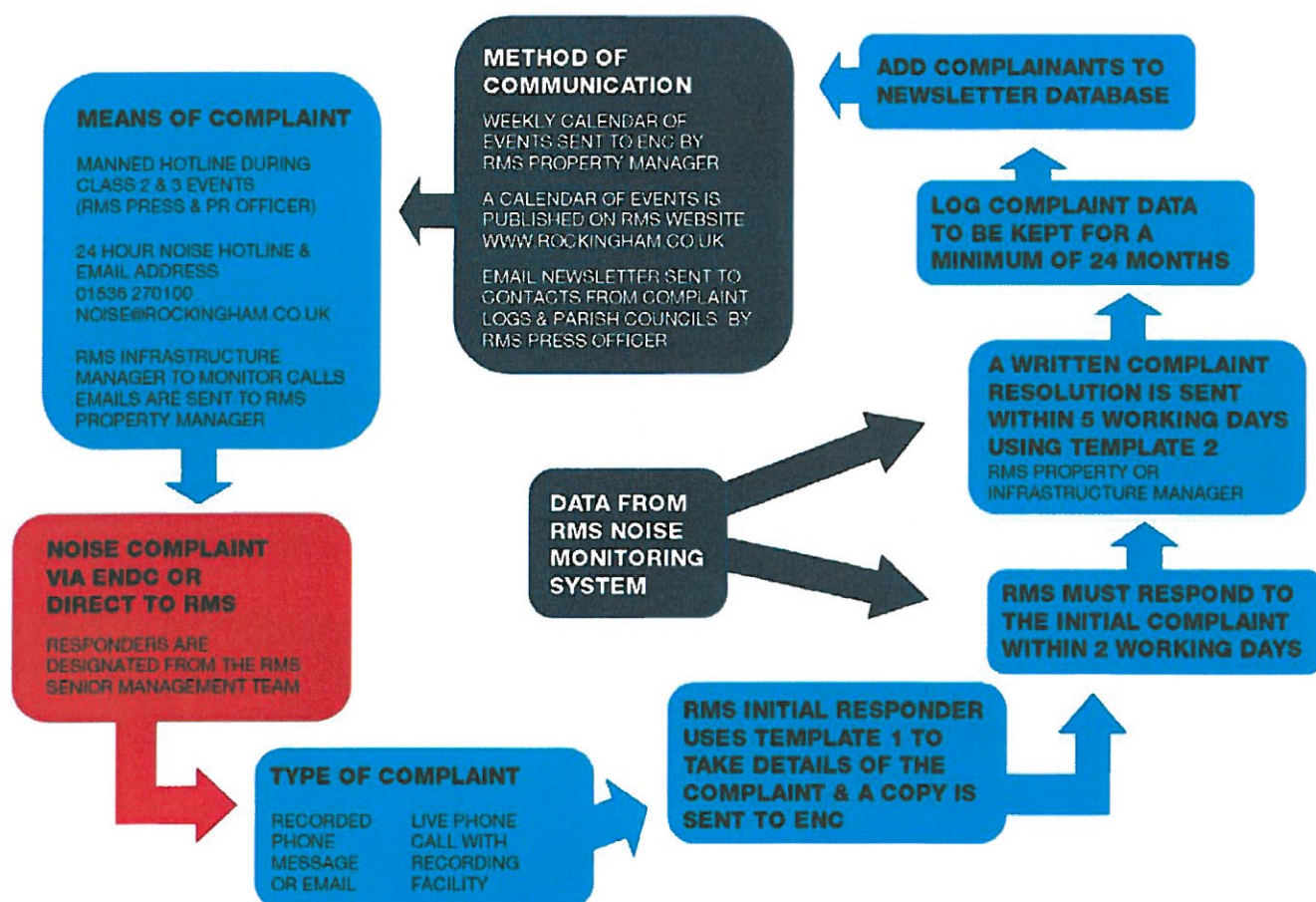


Fig. 1.3: Communication and complaints procedure

6. Review

This Noise Management Plan will be subject to review on an annual basis and also in the event of material changes to RMS noise management processes.

The quarterly Rockingham Forum will continue to provide another platform for feedback, comment and information and remains open to all members of the community.

ROCKINGHAM MOTOR SPEEDWAY LTD NOISE MANAGEMENT PLAN

GLOSSARY

Glossary of terms in the order in which they appear throughout this document:

RMS	Rockingham Motor Speedway Ltd
ENC	East Northamptonshire Council
URL	universal resource locator (website address)
MSA	Motor Sports Association
ACU	Auto-Cycle Union
MCRCB	Motor-Cycle Racing Control Board
EPD	Event Planning Document
DM	Duty Manager
CBC	Corby Borough Council

ROCKINGHAM MOTOR SPEEDWAY LTD
NOISE MANAGEMENT PLAN

Appendix 1. Complaints Forms

- Complaint Reply Template 1
- Complaint Reply Template 2
- Template Complaint Log

Appendix 2. Noise Test Form

Appendix 3. RMS 2012 Client Contract showing Noise Terms

- To follow

