



Dear Sirs,

APPLICATION FOR VARIATION TO NOISE ABATEMENT NOTICE 14/00058/EPA

Real Motorsport Limited apply for:

1. The existing variation to Notice 14/0058/EPA, originally granted in 2018, to be made permanent after three years of successful operation.
2. To hold an additional 12 days on track as from 01.01.2022, consisting of 8 additional N1 days and 4 additional N2 days (refer to attached calendars).

Following the past year of meetings and correspondence on the subject of the future of regulation by yourselves of this business, meetings held with you and your officials and other colleagues at Hinckley and Bosworth Borough Council ('HBBC') and with the various elected members concerned with the operation of Mallory Park race circuit, we now confirm our intention of adding 12 additional operating days to our overall calendar as from 01.01.2022; and of using a continuation of the existing variation which permits us to manage one single event of 3 days consecutive operation per year, a 30 minute lunch break on December 26th, and one consecutive Friday/Saturday per month. All subject to the overriding restrictions.

The key reasons for doing so are:

- To increase Mallory Park's days available for us to rent out or operate ourselves for motorised sport either racing, testing or track days, to a total of 106 days per year; this will permit the company to not just survive, but to grow sufficiently to allow further investment in people and jobs, as well as in the estate, which in turn will allow us to continue to operate over the long term
- The 2 years of Government restricted operation, sales and profitability have been badly damaged; this now which risks affecting the long-term viability of the business
- The demand from existing clients will take up these extra days and still leave further unfulfilled demand – while other racetracks, including our nearest rivals in the region, have a vastly greater number of days of operation to offer in the market.
- We as a company have consistently worked hard at local relations to manage the environmental issues; we have invested extensively in sound attenuation walls and have cooperated and worked with HBBC's officers to ensure compliance; we have taken direct action whenever necessary to remove noise offenders from the track.
- We are therefore confident that we can operate these additional days in full compliance – none of which are to be public race days. We ask you to note that the current 'one quiet weekend a month' schedule will continue – so these additional days will add no additional burden on the locality
- The extension of the previous variation is non-contentious – the ability to host one race meeting for 3 days continuously rather than 2, when it was held this year, as last year, raised no reported objections at all. That is why we can safely continue with it.
- Provisional calendars of activity both for the current year and for 2022 are attached – much further detail is available in the supporting documents package attached.
- The local benefit of the additional days in terms of local retail and hospitality income will bring some welcome increase in turnover to hard-pressed local businesses
- The increased days will also offer the local manufacturing industry more valuable testing days of both their sport and their road-going vehicles
- We estimate that between the company's own growth and the impact on the circuit related businesses co-located at Mallory, that we will see up to 16 new jobs created.

We enclose much more detail in support of this application in the **attached document file**, to cover the commercial need and to set out reasons for the increase; more information on the economic and employment benefits of the increase in operating days; and a full package of information on the management of the environmental impact, with extensive statistics.

Real Motorsport Limited

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In summary, we can state that these amendments to the existing control and regulation of this important regional facility - for the automotive industry, for local tourism increases, for benefits to other local businesses and to new employment opportunities - will have a widespread positive effect, while the company will continue to work with HBBC and local elected representatives to mitigate and manage any potential adverse effects of the circuit's operation.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'SH'.

Stuart Hicken
Managing Director

Real Motorsport Limited

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APPLICATION FOR VARIATION TO NOISE ABATEMENT NOTICE 14/00058/EPA SUPPORTING DOCUMENTATION

These supporting documents to the Application cover 3 key points:

- Increasing the days on which RML can run its business is imperative commercially; and it brings the prospect of new jobs
- The extra events and visitors will have a positive economic effect on local community income
- The company has demonstrated how thoroughly it manages its environmental impact and has the statistics here to prove it

One – Growing the Business and Growing Local Employment

1.0 The current financial reality of Real Motorsport Limited, operating Mallory Park.

1.1 This application with its requested increase in circuit operating days offers a vital chance for this company to grow.

1.1.1 Real Motorsport Limited ('RML') is wholly owned by the Directors; it is registered in the UK. Its motorsports activities are governed not only by HBBC and its various planning and environmental permissions, but also by Motorsport UK and the Auto Cycle Union, the two relevant sport Governing Bodies. The company is also a member of the Association of Motor Racing Circuit Owners Ltd.

1.1.2 HBBC officers and members will note that the Balance Sheet filed at Companies House in February 2021 shows that the company's net assets (NAV) declined during 2020 over its 2019 figures, partly as activity was heavily constrained by the economic lockdown. More relevant is that, while the Company has met the initial targets set for it by its Board and Owners, its net annual income growth has been severely restricted - since its acquisition of the Mallory Park circuit business in December 2013 - by the **very tight restrictions on the number of operating days permitted by HBBC.**

1.1.3 In November 2020, RML took over the business of the regional motor cycling club, East Midlands Racing Association, (EMRA), which club has a long history of organizing motorcycle races at Mallory Park and has had an annual membership of between 350-400 people. The club has now run its first season as a division of RML and membership has grown to 600+ members - who now seek more test days at Mallory.

1.2 Impact of the Council's Present Restrictions

1.2.1 RML's key generators of revenue are its annual race days, circuit hire, and those days' ticket sales spectator revenue. Such days are held generally at weekends.

1.2.2 Secondly RML has its track days - for cars and motorbikes - which are largely mid-week events. These combined two types of motorsport days give both the professional racer and the public enthusiast opportunities to drive or ride the circuit, as well as to spectate.

1.2.3 As it stands, HBBC determines exactly how many of these motorsport days RML can use, and places weighty restrictions on the daily operations within these days, with in 2021, just 94 possible motorsport days in total per year.

1.2.4 This restriction compares very unfavourably with RML's motorsport-competitor venues such as Donington Park and Silverstone, our closest circuit neighbours, who enjoy a year-round availability

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for hire. Donington Park's planning permission for example, out of 365 days, permits 102 days available for 'open exhaust motorsport' (Equivalent to 'above R1' in HBBC parlance). Therefore, Donington operates more 'noisy days' than ALL the annual track activity days permitted at Mallory Park. This is clearly a major financial restriction on the RML company. Competitor circuits have in addition, all the other days to operate, within various specific limitations.

- 1.2.5 RML has managed to expand into offering access to other non-motorised sports and leisure activities at Mallory. That permits some days, above the 94 HBBC permitted days, to be used for quieter venue hire activities during the week, and on non-motorsport weekends. However, these events are not able to pay for their use of the Park's facilities at motorsport-level venue hire charges, which means RML cannot earn at similar levels. This explains how incremental revenue-making opportunities are at present limited.

1.3 Financial Impact of an Increase in Operating Days

- 1.3.1 RML seeks to operate a further 12 midweek operating days on track, bringing permitted days to a total of 106 within a calendar year. Given the effective weather shutdown months of November to February, these requested additional 8 N1 days and the 4 N2 days would have in effect an extra one and half days per month from 01.01.2022.
- 1.3.2 If successfully managed, these 12 days represent an increase in sales potential of £100,000 p.a. For a small company, that is a significant change, finally permitting some return on all the considerable investment made over the past 7 years in upgrading the facility. A large element of that investment has been in noise attenuation measures. **The additional income will, as before, be invested further in the site**, in both people skills, training and further employees, as well as in new facilities, to reinforce the company's base.

1.4 Employment Impact of an Increase in Operating Days

- 1.4.1 The increase by 12 in operating days will have a beneficial impact on local employment. The circuit office will have one new staff member in post, and the circuit operations will need 2 new people part-time in the Circuit Control, plus 2 new full-time ground staff and several more part-time paid marshals working on the safety of the track days' activities – **a total of six new FTE employees within RML.**
- 1.4.2 Further, the additional track and testing time available will encourage the further use of the circuit facilities by the onsite tenant companies, which cover a range of motorsport and engineering activities. We estimate that this will create up to a further 10 jobs on site, over and above the existing 125 motorsport-related jobs on the Park's trading estate. With those listed in 1.15 above, **in total, 16 new jobs.**



Two – The Local Community benefits from extra operating days at Mallory Park

2.0 In Autumn 2020, an Economic Impact Report was independently prepared for the directors of RML showed the extent of the local economy benefit accruing from the presence of a vibrant and growing Mallory Park circuit. The key extracts from that document and its future implications, are highlighted here.

2.1 In that Report, the case was clearly made for a direct and positive local benefit for a wide range of hospitality and retail outlets in a 15 mile radius of the circuit. Those types of businesses have been badly affected over the past 18 months by stringent lockdowns and adverse health legislation; these businesses now need to see Mallory Park and all the local tourism attractions once again bringing visitors regularly to the Hinckley and Bosworth district.

2.2 An increase in the active event calendar for track days and testing brings cash revenue not just to the circuit, but also to the village of Kirkby Mallory itself, and to the neighbouring villages, for the B&Bs, the local stores, in accommodation, retail sales in fuel and accessories, consumer spending in Hinckley's shops and supermarkets, and in convenience stores.

2.3 The successful continued operation of Mallory Park as a motorsports circuit and as a leisure sports and training venue, has been assessed to have been bringing income generation benefit in 'normal non-Covid years' of, in round terms, £10–£12 million per annum into the wider region, commonly defined as Southwest Leicestershire & North Warwickshire. With this increase for 2022 in operating days, it would be reasonable to assume that the local economic benefit would increase by a similar percentage.

2.4 It is also important to recognise the broader picture: In the wider East Midlands, motorsport is not just a sport but is also a significant local employer and a diverse industry. This industry is recognised by UK Government as a key technological global leader. Mallory Park is one of only 17 fully licensed race circuits across the United Kingdom, and one of only 9 such race circuit venues which are independently managed. It is also one of the only 3 circuits in the Midlands.

2.5 The HBBC borough forms part of the economic region which gains most benefit from the UK motorsport industry, with its annual national turnover of £10.5billion. Around 4,500 companies are actively involved in the UK's motorsport and high-performance engineering industry, between them employing some 47,000 current jobs. Mallory Park is well positioned to service more of these companies - especially when it can offer more testing days.

2.6 Looking at employment dependent on Mallory Park's growth and success: As well as RML's own staff, with its administrative and operational functions in the track-side offices, there are a further 21 businesses currently co-located with RML, inside the Mallory Park industrial estate. These companies offer engineering skills and services, road safety training, motorcycle engineering, mechanical repair services for road cars and race cars, as well as related technical and professional services. All expect to grow in the coming years once Mallory Park can provide them with more days of service per year.

2.7 Despite the impact in both 2020 and 2021 of the restrictions which closed off large-scale publicly attended events, and thus made for a lower number of visitors, RML at Mallory Park can point to a fair assessment of the positive economic impact in the 9 usable months of 2021 of a viable, well-managed motorsport venue and expects to see that benefit locally increase from 2022, with its core activity as well as its diversifications being given the chance to grow.



- 2.8 RML's own heavy investment in the facility itself – some £1.55m since 2014 - not just on motorsport safety barriers and extensive new fencing, but also in having used many local suppliers, construction companies and labour for the large-scale new soil banking barriers, and for the installation of specialist acoustic barriers, to reduce noise impact locally. This renovation and expansion of the built facilities and the extension of the facilities for spectators - improved roadways, parking and viewing - have all been of local economic benefit, using East Midlands companies for 95% of these improvement works.
- 2.9 RML works in cooperation with many local employers to mutual local benefit. Since their loss to closure of a previous nearby proving ground, **Triumph Motorcycles** have been using Mallory Park for their road bike tests and experimental work; a key manufacturer and employer in the Borough, Triumph is now discussing a further increase on the days booked. The engineers at **Royal Enfield** motorcycles and the new owners of **Norton** motorcycles - both Leicestershire-based - are also now using Mallory's testing days, as is the newly revived BSA motorcycle company. These are all for testing of their road licensed products and product development, rather than for any competition purposes.
- 2.10 **Summary – Mallory Park's increase in operating days will not only safeguard the future of the RML company; it will generate a further positive benefit in local employment, in business growth, in benefit to the local hospitality providers, hotels, pubs, cafes, and restaurants and in providing a continued and growing testing resource for the successful local motorcycle manufacturing industry.**



Three – Managing the Environmental Issues and RML’s Record on Compliance

3.0 The circuit operators manage the venue in close liaison with both their customers and their neighbours

- 3.1 Attached to this Application are copies of the circuit’s day by day calendar for 2021 (excluding the unused Jan/Feb/March of lockdown) and the circuit calendar for 2022, including the additional days.
- 3.2 Under the current arrangements with HBBC, RML has the option to use 40 R1 days (shown in pink), 40 N1 days (shown in green) and 14 N2 days (shown in blue) offering 94 days overall.
- 3.3 The new for 2022 calendar shows the same 40 number of the R1 days in pink, and now with 48 N1 days in green and 18 N2 days in blue, to offer 106 days in all.
- 3.4 On the 2022 calendar, as with calendars for 2019 and the one produced for 2020, before the Government’s lockdown, it is clear that both January, February, November, and December remain as planned, to be almost 95% unallocated. That is for practical reasons of the need to perform routine and annual maintenance; but also, as the weather and low temperatures heavily restrict 2-wheel usage and 4-wheel usage. There is always very low demand in those months.
- 3.5 Whilst the surrounding area thus benefits in noise terms from these 2-3 months with almost no track activity, it does mean that Mallory’s best operating window falls within the March to November period every year. It is therefore the case that the additional days for 2022 will be taken within that eight-nine month main season timespan.
- 3.6 It should be noted that the additional days are NOT Race days (‘N1’). The existing ‘one weekend a month of no activity’ requirement will continue.
- 3.7 The local noise environment: Back in 1985 an average ambient noise level of 38 dBA 30 minute LAeq was, we understand, measured over a suitable period, in the village of Kirkby Mallory. As a result, a level of 65 dBA was set as a limit for measuring circuit noise. The meter which now feeds both the circuit offices and the HBBC offices with live data was then located - and remains - at the outside of the circuit, by the old pumping station on Stapleton Lane.
- 3.8 The ambient village noise created by residents and through traffic has greatly increased since 1985, and is currently measured at a 2020 running average of a range between 48 and 55 dBA LA eq. Yet the circuit’s permitted limit has not been raised equivalently to reflect this greatly increased ambient. It is a proven fact, that on many days the ‘village noise’, the ambient, is greater than any noise from the circuit, for example on a circuit silent day: 7th September 2020 Main Street was at 64.2 and the LaMax rose as high as 94.8.
- 3.9 On Monday 21st June 2021, with no circuit activity, this same pumping station meter was reading above 67.3 at 12:30. Yet there was no vehicle on the circuit. It would seem clear that the circuit is being heavily disadvantaged, often in error, compared to the absence of any noise restrictions on village traffic, building activity, farm vehicles, and gardening equipment. RML continues to note noise complaints from the village into HBBC on days when either there was no activity, or when the activity as recorded shows that no rules have been broken.
- 3.10 However, RML has consistently operated since its 2014 first year of ownership, and does now operate every day, within the current noise limits. The company takes strong management and preventative action against any customers whose noise breaks the limits, whenever necessary.



- 3.11 The Attachments here include photographs of the large-scale investment in noise-attenuating barriers around the circuit, all built by RML. There is a Start Finish line noise meter with its instant photography which permits offenders to be 'black flagged' and sent home if they cannot make a significant reduction in exhaust noise before coming out again. There are also signs manually displayed when needed to those vehicles with 'squealing tyres'; again, offenders are stopped, warned and if unable to improve or cure the issue, are sent home.
- 3.12 During 2021, circuit management have incurred significant financial loss by taking their own enforcement action to shut down activities which risked breaching the noise limits, including closing down an entire major classic motorcycle festival on a Sunday in May '21, with many competitors denied a race. These are not popular measures with racers, the customers - but are a firm indication of the determination of RML management to enforce compliance.
- 3.13 This information pack in support of the Letter of Application contains details of the 2020 village noise study by third party acoustic engineers who have extensive local Government experience.
- 3.14 Summary - RML is not only proud of its eight years of operating in regular compliance with the existing restrictions, but also determined to manage the business within permitted limits under the 2022 expansion; and has taken considerable time and effort to communicate regularly with its village neighbours, whose support for the circuit is demonstrated by the take-up of Neighbour Season Passes and the active involvement of so many local people in the motorsport-related businesses on site.**

Calendar 2021

January	February	March	April	May	June	July	August	September	October	November	December
1 Fr	1 Mo	1 Mo	1 Th	1 Sa R1	1 Tu	1 Th N1	1 Su R1	1 We	1 Fr N1	1 Mo N1	1 We
2 Sa	2 Tu	2 Tu	2 Fr N2	2 Su	2 We	2 Fr N2	2 Mo	2 Th	2 Sa	2 Tu	2 Th
3 Su	3 We	3 We	3 Sa	3 Mo R1	3 Th	3 Sa	3 Tu	3 Fr N1	3 Su N1	3 We	3 Fr R1
4 Mo	4 Th	4 Th	4 Su N1	4 Tu	4 Fr N1	4 Su	4 We	4 Sa	4 Mo	4 Th	4 Sa R1
5 Tu	5 Fr	5 Fr	5 Mo	5 We	5 Sa	5 Mo	5 Th N2	5 Su R1	5 Tu N1	5 Fr	5 Su
6 We	6 Sa	6 Sa	6 Tu N1	6 Th	6 Su R1	6 Tu N1	6 Fr	6 Mo	6 We N2	6 Sa	6 Mo
7 Th	7 Su	7 Su	7 We	7 Fr	7 Mo	7 We	7 Sa N1	7 Tu	7 Th	7 Su R1	7 Tu N1
8 Fr	8 Mo	8 Mo	8 Th	8 Sa R1	8 Tu	8 Th	8 Su R1	8 We	8 Fr	8 Mo	8 We
9 Sa	9 Tu	9 Tu	9 Fr	9 Su R1	9 We N1	9 Fr	9 Mo	9 Th N1	9 Sa	9 Tu	9 Th
10 Su	10 We	10 We	10 Sa R1	10 Mo	10 Th	10 Sa R1	10 Tu	10 Fr N2	10 Su R1	10 We	10 Fr
11 Mo	11 Th	11 Th	11 Su N1	11 Tu	11 Fr N2	11 Su R1	11 We	11 Sa	11 Mo	11 Th	11 Sa
12 Tu	12 Fr	12 Fr	12 Mo	12 We	12 Sa	12 Mo	12 Th N1	12 Su N1	12 Tu	12 Fr N1	12 Su
13 We	13 Sa	13 Sa	13 Tu	13 Th R1	13 Su R1	13 Tu	13 Fr N2	13 Mo	13 We	13 Sa	13 Mo N1
14 Th	14 Su	14 Su	14 We	14 Fr N2	14 Mo	14 We	14 Sa	14 Tu	14 Th	14 Su	14 Tu
15 Fr	15 Mo	15 Mo	15 Th	15 Sa	15 Tu	15 Th N2	15 Su	15 We	15 Fr N1	15 Mo	15 We
16 Sa	16 Tu	16 Tu	16 Fr N1	16 Su	16 We	16 Fr N1	16 Mo	16 Th N1	16 Sa	16 Tu	16 Th
17 Su	17 We	17 We	17 Sa	17 Mo	17 Th N2	17 Sa	17 Tu	17 Fr	17 Su R1	17 We	17 Fr
18 Mo	18 Th	18 Th	18 Su	18 Tu N2	18 Fr N1	18 Su	18 We	18 Sa R1	18 Mo	18 Th	18 Sa R1
19 Tu	19 Fr	19 Fr	19 Mo	19 We	19 Sa	19 Mo	19 Th	19 Su R1	19 Tu	19 Fr N1	19 Su
20 We	20 Sa	20 Sa	20 Tu N1	20 Th	20 Su	20 Tu	20 Fr N1	20 Mo	20 We	20 Sa N1	20 Mo N1
21 Th	21 Su	21 Su	21 We	21 Fr N1	21 Mo	21 We	21 Sa	21 Tu	21 Th	21 Su	21 Tu
22 Fr	22 Mo	22 Mo	22 Th N2	22 Sa R1	22 Tu	22 Th	22 Su R1	22 We	22 Fr N1	22 Mo	22 We
23 Sa	23 Tu	23 Tu	23 Fr	23 Su	23 We	23 Fr N1	23 Mo	23 Th	23 Sa	23 Tu	23 Th
24 Su	24 We	24 We	24 Sa R1	24 Mo	24 Th	24 Sa	24 Tu	24 Fr N1	24 Su R1	24 We	24 Fr
25 Mo	25 Th	25 Th	25 Su	25 Tu N1	25 Fr N1	25 Su N1	25 We	25 Sa	25 Mo	25 Th	25 Sa
26 Tu	26 Fr	26 Fr	26 Mo N1	26 We	26 Sa R1	26 Mo	26 Th	26 Su	26 Tu	26 Fr N1	26 Su R1
27 We	27 Sa	27 Sa	27 Tu	27 Th	27 Su R1	27 Tu N1	27 Fr N1	27 Mo	27 We	27 Sa	27 Mo
28 Th	28 Su	28 Su	28 We	28 Fr	28 Mo	28 We	28 Sa R1	28 Tu	28 Th	28 Su R1	28 Tu
29 Fr		29 Mo N1	29 Th	29 Sa N1	29 Tu	29 Th	29 Su	29 We N2	29 Fr N1	29 Mo	29 We N1
30 Sa		30 Tu	30 Fr	30 Su	30 We	30 Fr	30 Mo N1	30 Th	30 Sa	30 Tu	30 Th N2
31 Su		31 We		31 Mo R1		31 Sa	31 Tu		31 Su		31 Fr

Key Non Track N2 N3 N4 N1 R1 / N1

Calendar 2022 (projected)

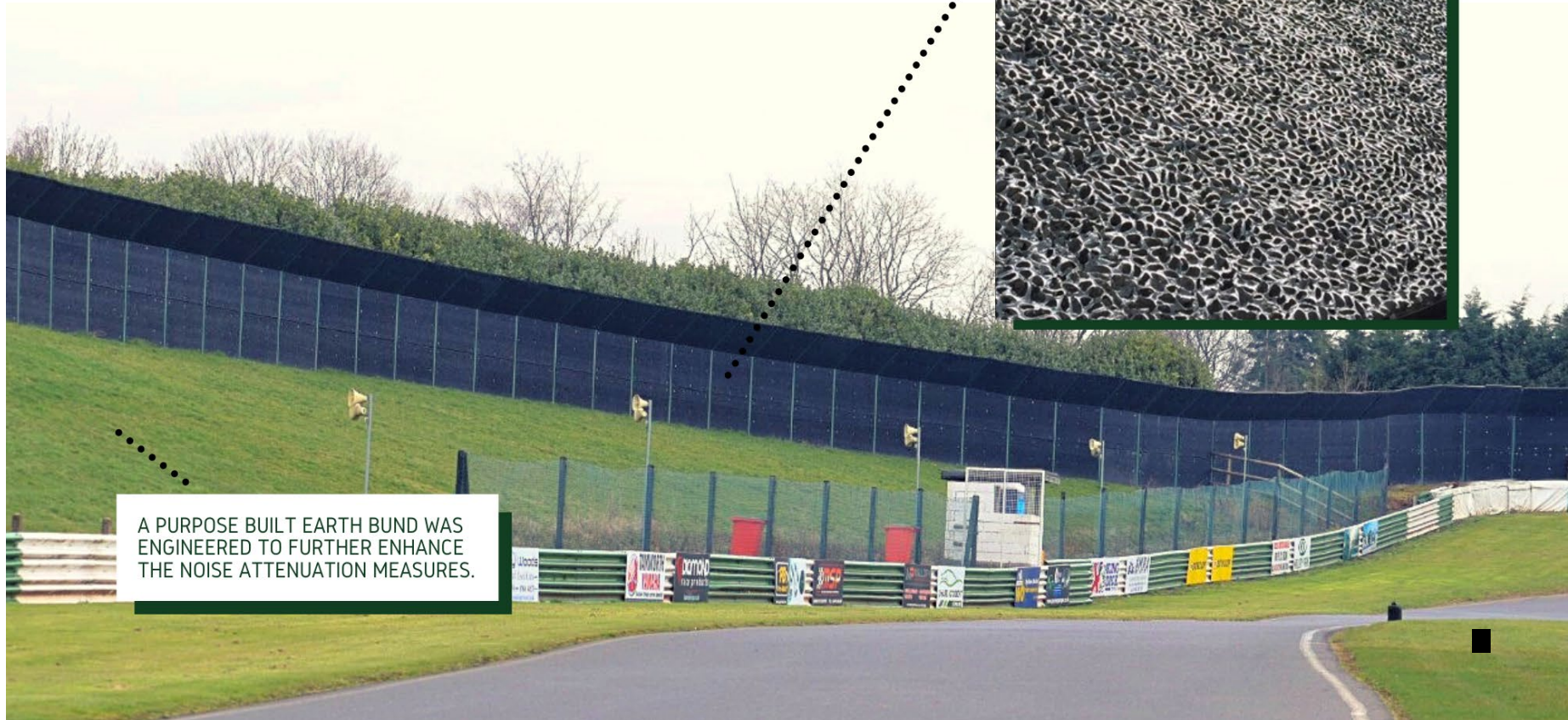
January	February	March	April	May	June	July	August	September	October	November	December
1 Sa New Year's Day	1 Tu	1 Tu	1 Fr N1	1 Su	1 We N1	1 Fr N1	1 Mo	1 Th	1 Sa	1 Tu	1 Th
2 Su	2 We	2 We	2 Sa	2 Mo R1	2 Th Spring Bank Hol.	2 Sa	2 Tu	2 Fr N1	2 Su R1	2 We N1	2 Fr
3 Mo Substitute day	3 Th	3 Th	3 Su R1	3 Tu	3 Fr N1	3 Su R1	3 We N1	3 Sa	3 Mo	3 Th	3 Sa
4 Tu	4 Fr	4 Fr N1	4 Mo	4 We	4 Sa	4 Mo	4 Th	4 Su R1	4 Tu	4 Fr	4 Su
5 We	5 Sa	5 Sa	5 Tu	5 Th	5 Su R1	5 Tu	5 Fr	5 Mo	5 We N2	5 Sa	5 Mo
6 Th	6 Su	6 Su	6 We N1	6 Fr N1	6 Mo	6 We	6 Sa R1	6 Tu	6 Th	6 Su N1	6 Tu
7 Fr	7 Mo	7 Mo	7 Th	7 Sa	7 Tu	7 Th N2	7 Su R1	7 We	7 Fr N1	7 Mo	7 We
8 Sa	8 Tu	8 Tu	8 Fr	8 Su R1	8 We	8 Fr N1	8 Mo	8 Th	8 Sa	8 Tu	8 Th
9 Su	9 We	9 We	9 Sa R1	9 Mo	9 Th N2	9 Sa	9 Tu N2	9 Fr N1	9 Su R1	9 We	9 Fr
10 Mo	10 Th	10 Th N1	10 Su R1	10 Tu	10 Fr N1	10 Su R1	10 We N1	10 Sa R1	10 Mo	10 Th	10 Sa
11 Tu	11 Fr N1	11 Fr	11 Mo	11 We N1	11 Sa	11 Mo	11 Th	11 Su R1	11 Tu	11 Fr N1	11 Su
12 We	12 Sa	12 Sa N1	12 Tu N2	12 Th	12 Su R1	12 Tu	12 Fr N1	12 Mo	12 We	12 Sa	12 Mo
13 Th	13 Su	13 Su	13 We N1	13 Fr	13 Mo	13 We N1	13 Sa	13 Tu N2	13 Th N1	13 Su	13 Tu
14 Fr	14 Mo	14 Mo	14 Th	14 Sa R1	14 Tu	14 Th	14 Su	14 We	14 Fr N1	14 Mo	14 We
15 Sa	15 Tu	15 Tu	15 Fr N1	15 Su R1	15 We	15 Fr	15 Mo	15 Th N1	15 Sa	15 Tu	15 Th
16 Su	16 We	16 We	16 Sa	16 Mo	16 Th	16 Sa R1	16 Tu	16 Fr N1	16 Su R1	16 We	16 Fr
17 Mo	17 Th	17 Th N2	17 Su	17 Tu N2	17 Fr N1	17 Su R1	17 We	17 Sa	17 Mo	17 Th	17 Sa
18 Tu	18 Fr N1	18 Fr N1	18 Mo N1	18 We	18 Sa R1	18 Mo	18 Th N2	18 Su	18 Tu	18 Fr N1	18 Su
19 We	19 Sa	19 Sa	19 Tu	19 Th N1	19 Su R1	19 Tu N2	19 Fr N1	19 Mo	19 We N2	19 Sa R1	19 Mo
20 Th	20 Su	20 Su	20 We	20 Fr N1	20 Mo	20 We N1	20 Sa	20 Tu	20 Th	20 Su	20 Tu
21 Fr	21 Mo	21 Mo	21 Th	21 Sa	21 Tu N2	21 Th	21 Su R1	21 We	21 Fr N1	21 Mo	21 We
22 Sa	22 Tu	22 Tu	22 Fr N1	22 Su	22 We	22 Fr N1	22 Mo	22 Th N2	22 Sa	22 Tu	22 Th
23 Su	23 We	23 We	23 Sa R1	23 Mo	23 Th N1	23 Sa	23 Tu	23 Fr N1	23 Su R1	23 We	23 Fr
24 Mo	24 Th	24 Th	24 Su	24 Tu	24 Fr N1	24 Su	24 We N2	24 Sa	24 Mo	24 Th	24 Sa
25 Tu	25 Fr N1	25 Fr N1	25 Mo	25 We	25 Sa	25 Mo	25 Th	25 Su R1	25 Tu	25 Fr N1	25 Su Christmas Day
26 We	26 Sa	26 Sa N1	26 Tu	26 Th N2	26 Su	26 Tu	26 Fr N1	26 Mo	26 We	26 Sa	26 Mo R1
27 Th	27 Su N1	27 Su	27 We N1	27 Fr N1	27 Mo	27 We	27 Sa R1	27 Tu	27 Th	27 Su	27 Tu Substitute day
28 Fr	28 Mo	28 Mo	28 Th	28 Sa	28 Tu	28 Th N2	28 Su	28 We	28 Fr N1	28 Mo	28 We
29 Sa		29 Tu	29 Fr N1	29 Su R1	29 We N2	29 Fr N1	29 Mo R1	29 Th	29 Sa	29 Tu	29 Th N2
30 Su		30 We	30 Sa R1	30 Mo	30 Th	30 Sa	30 Tu	30 Fr N1	30 Su	30 We	30 Fr N1
31 Mo		31 Th N1		31 Tu		31 Su R1	31 We		31 Mo		31 Sa

Key Non Track N4 N3 N2 N1 R1 / N1

Evidence of the earth bund and specialist Acoustic fencing in place at the Circuit

STRATOCELL WHISPERBOARD

50MM CLOSED-CELL SEMI-RIGID SOUND-
ABSORBING EXPANDED POLYETHYLENE.



A PURPOSE BUILT EARTH BUND WAS
ENGINEERED TO FURTHER ENHANCE
THE NOISE ATTENUATION MEASURES.

Monitoring Record
Mallory Park
Sunday 6th September 2020
Thundersport Race Day (R1 use)
Consultant Steve Leeland
Calibration Start 114dB 1105hrs

Weather Notes:
 Wind: W 6mph
 Temp: 17°C
 Pressure: 1020mb
 62% Cloud cover

Location of Measurements	Time	Duration	L _{Aeq30min} (dB)	L _{A90}	L _{Amax}	Comment
Summers Close	1107	30min	58.7	52.2	59.9	Circuit noise dominant throughout the measurement, local residents approached
Pumping Station	1150	30min	62.9	42.5	84.0	Local resident stopped in car to discuss my activity, measurement paused. Local dog barking regularly. Regular traffic passing during measurement
Church Road / Barwell Lane	1340	30min	60.6	42.6	83.9	On junction at shop. Busy with local traffic, circuit audible, but local traffic contributing significantly
Main Street	1415	30min	65.3	41.7	86.8	Local traffic constant and dominant. During infrequent break in local traffic noise, Levels dropped but Leq steady, (Laf during break in local traffic 51.5dB)

Monitoring Record
Mallory Park
Monday 7th September 2020
No Circuit Activity (N4 use)
Consultant Steve Leeland
Calibration Start 114dB 0945hrs

Weather Notes
 Wind: SW 16mph
 Temp: 15°C
 Pressure: 1021mb
 100% cloud

Location of Measurements	Time	Duration	L _{Aeq1hr} (dB)	L _{A90}	L _{Amax}	Comment
Summers Close	0950	1hour	45.7	35.6	70.9	Some local traffic
Pumping station	1100	1 hour	48.5	37.9	75.2	Local resident using strimmer in garden
Church Road / Barwell Lane	1208	1hour	57.8	35.4	85.0	Local traffic dominant
Main Street	1313	1hour	64.2	43.0	94.8	Local traffic dominant

Monitoring Record
Mallory Park
Tuesday 6th October 2020
Javelin Track Day (N1 use)
Consultant Steve Leeland
Calibration Start 114dB 1030hrs

Weather Notes:
 Wind: W 16mph
 Temp: 13°C
 Pressure: 994mb
 60% Cloudy and cool

Location of Measurements	Time	Duration	L _{Aeq} (dB)	L _{A90}	L _{Amax}	Comment
Summers Close	1035	30min	52.6	40.3	68.9	Local traffic and overhead aircraft contributing, circuit clearly audible
Pumping Station	1130					Builders working on property, very noisy. No measurement taken as levels from circuit much lower than building noise
Church Road / Barwell Lane	1138	30min	59.4	48.7	80.9	Circuit audible, but significant contribution from local traffic
Main Street	1212	30min	61.2	48.7	80.9	Circuit audible but regular local traffic significant contribution to overall levels