



**Motor Sport Vision Limited
Sevenoaks District Council**

**Noise Management Plan relating to
Brands Hatch Racing Circuit 2022/23**

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Part A- Introduction

This Noise Management Plan is dated 04th April 2022 and has been produced by

- (1) **MOTORSPORT VISION LIMITED** of MotorSport Vision Centre, Brands Hatch Circuit, Fawkham, Longfield DA3 8NG ("**MSV**") and
- (2) **SEVENOAKS DISTRICT COUNCIL** of Argyle Road, Sevenoaks TN13 1HG ("**District Council**")

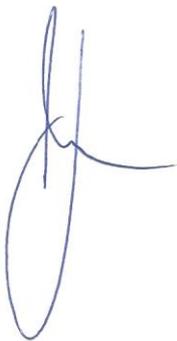
MSV is the owner and the operator of Brands Hatch motor racing circuit. A current plan of the circuit is set out at Schedule 1 of this Noise Management Plan. This Noise Management Plan is the latest development of a Noise Management Plan dated 30 March 2008 produced by MSV and the District Council following meetings and discussions in relation to the control of noise at Brands Hatch motor racing circuit. The periodic review of the Noise Management Plan includes consideration of views expressed at the Brands Hatch Liaison Group ("BHLG") and of complaints about noise received by MSV and/or the District Council. This Noise Management Plan forms the basis of an arrangement between MSV and the District Council to which both MSV and the District Council will be able to refer in relation to the control of noise at Brands Hatch.

It is important that this Noise Management Plan is treated as a voluntary working document that is subject to review and change over time as the results of noise monitoring and complaints are examined and any commercial effects of the contents of the Noise Management Plan are realised.

It is accepted by the District Council that any unreasonable restrictions to the activity on the circuit could have a direct effect on the 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 Noise Management Plan draw on best motor 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 plan could 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 District Council's ability to take formal action in respect of acts or activities giving rise to a Statutory Nuisance.

Brands Hatch has existed and developed with no planning restrictions relating to specific noise limits or hours of operation (apart from on the Grand Prix circuit). Despite the expansion of local housing towards the circuit over time, 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.



Signed on behalf of
MotorSport Vision Limited
By Jonathan Palmer, Chief Executive



Signed on behalf of
Sevenoaks District Council
By Dr Pav Ramewal, Chief Executive

Part B- Glossary

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

“ACU” means the Auto-Cycle Union, national governing body of motorcycle sport in the United Kingdom.

“BHLG” means Brands Hatch Liaison Group.

“Brands Hatch” means the Brands Hatch Circuit venue encompassing the race track and all parts of the site associated with the operations of the race track including paddock areas, car parks, access roads and rally course.

“Class 1 vehicle(s)” means those vehicles which must comply 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 vehicle(s)” means those vehicles which must comply with a static noise test limit in excess of 108 dB(A) up to and including 118 dB(A) measured in accordance with the measurement criteria of the Relevant Governing Body.

“Class 3 vehicle(s)” means those unsilenced vehicles which are not required to comply with a static noise test limit over 118 dB(A) measured in accordance with the measurement criteria of the relevant governing body.

“District Council” means Sevenoaks District Council.

“Drive-by noise limit” means a dB(A) L_{max} measured by a fixed noise meter currently located 20m from the race track at an elevation of 2m that vehicles operating on Track Day(s) or Evening Track Event(s) shall comply with.

“Evening Track Event(s)” means any form of vehicular activity (other than site service vehicles) on the race track after 17.30 that does not form part of a race meeting.

“FIA” means the Federation Internationale de l’Automobile the International Governing Body of four wheeled motor sport.

“FIM” means the Federation Internationale de la Motorcyclisme the International Governing Body of motorcycle sport.

“MCRCB” means the Motor Cycle Circuit Racing Control Board being the governing body responsible for national level motorcycle racing in the United Kingdom under delegation from the ACU. In particular the MRCB is the governing body for the British Superbike, Supersport and Superstock Championships.

“MSUK” means the Motorsport UK, the national governing body of four wheeled motor sport in the United Kingdom.

“Noise Management Plan (NMP)” means this entire document.

“Non-Circuit Activity” means motor sport activities taking place at Brands Hatch but not, or not in part, on the race track. Such activities include the use of the rally course and paddock areas for retail or corporate driving activities, but exclude any entertainment activities that are secondary to Race Meetings or other events held at Brands Hatch.

“Quiet activity” means any activity at Brands Hatch involving vehicles able to comply with a static noise test limit up to and including 98dB(A) measured in accordance with the methods prescribed by a relevant governing body, including without limitation retail, corporate and racing school activities and non-competitive events involving production road cars .

“Quiet activity days” means days on which on Quiet activity shall take place.

“Race meeting” means an event consisting of practice, qualifying, racing and associated testing involving vehicles which takes place or at the circuit.

“Race track” means the asphalt track upon which activity takes place.

“Relevant governing body” means the MSUK or FIA (as applicable in the case of cars) and the ACU, MCRCB or 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.

“Testing” means the use of the race track by any type of vehicle, particularly racing cars and motorcycle, for the purposes of the performance improvement of the vehicle and driver/rider.

“Track days” means events when cars and motorcycles are used on the race track for recreational, promotional and commercial purposes but not to compete

“Track Demonstration” means the operation on the race track of vehicles that are not competing, but for display to spectators.

“WKPC” means West Kingsdown Parish Council.

Part C- Noise Management Procedures

1. Race Meetings

The following shall apply in respect of race meetings at Brands Hatch.

1.1. Operating hours

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

Fridays, Saturdays and Bank Holidays:	09:00 to 18:30
Sundays:	10:00 to 18:30

- 1.1.2. No racing engines shall be started before 08.15 on Fridays, Saturdays and Bank Holidays or before 09.15 on Sundays
- 1.1.3. On one designated event per year there may be an exception to the start times in 1.1.1. and 1.1.2. so that on the Sunday, race track activity may start at 09.00 and racing engines may be started at 08.15.

1.2. Noise Measurement

- 1.2.1. MSV will use reasonable endeavours to ensure that all vehicles used during race meetings operate within the noise limits prescribed in respect of that Class of vehicle by the requirements of the relevant governing body. The vehicle noise limits 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 by an approved relevant governing body noise scrutiniser prior to allowing them to take part in the race meeting.
- 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. If a vehicle fails a noise test it may be modified and re-tested but will not be permitted on the race meeting until it passes the relevant noise test.

1.3. Restrictions on number of higher noise level meetings

- 1.3.1. MSV shall not permit more than 6 race meetings involving Class 3 vehicles in any calendar year.

- 1.3.2. MSV shall not permit more than 6 race meetings involving Class 2 vehicles in any calendar year
- 1.3.3. MSV shall notify the District Council, WKPC and the BHLG in advance of the organisation of any race meeting involving Class 2 vehicles or Class 3 vehicles. Any race meeting that includes Class 2 and Class 3 vehicles shall only count as one Class 3 race meeting. MSV shall aim to provide written notification 3 months prior to the race meeting but in any event at least 30 calendar days in advance

1.4. Track Demonstrations

- 1.4.1. MSV shall be entitled to organise track demonstrations involving Class 3 vehicles or Class 2 vehicles not exceeding a total of 30 minutes on the Indy Circuit and not exceeding 15 minutes on the Grand Prix circuit during a race meeting day without such race meeting being counted as a race meeting for either Class 3 or Class 2 vehicles. MSV must provide in writing at least 7 calendar days advance notice of any such demonstrations to the District Council, WKPC and BHLG.
- 1.4.2. MSV shall be entitled to organise non-track demonstrations within the circuit/venue which do not take place on the race track provided that the static noise test limit for the vehicle used does not exceed the publicised class for the associated event (track day/ race meeting, corporate, retail etc). Circuit/ venue demonstrations involving vehicles with a static noise test limit which exceeds the publicised noise class for the associated event may take place provided the total duration of the demonstration does not exceed 30 minutes total duration in any given day.

1.5. National day(s) of Mourning

- 1.5.1. On Remembrance Sunday all activity involving Class 1, 2 or 3 vehicles on the race track shall cease between 10.45 and 11.30.
- 1.5.2. In relation to other times of national recognition, for example periods of silence to mark important national anniversaries, MSV will use reasonable endeavours to schedule circuit activity having regard to these times

2. Track days

2.1. Operating hours

- 2.1.1. Class 1 vehicles (not including track service vehicles) shall not operate on the race track before 09.00 or after 17.30 other than in relation to evening track events.

2.2. Noise limits

- 2.2.1. The use of Class 2 vehicles and Class 3 vehicles is prohibited at Brands Hatch during track days.
- 2.2.2. Class 1 vehicles will only be permitted to participate in any track days if they conform to MSV's noise test limits; the following static and drive-by noise test limits will apply to track days:

INDY CIRCUIT	Static noise limit	Drive-by noise limit
Up to 60 days per year	105dB(A)	92dB(A)
Additional Days	102dB(A)	92dB(A)

GP CIRCUIT	Static noise limit	Drive-by noise limit
Up to 20 days per year	102dB(A)	92dB(A)
Up to an additional days 20 days per year	Quiet Activity	Quiet Activity

2.3. Static Noise Measurement

- 2.3.1. MSV shall conduct static noise tests to establish adherence to the relevant static limits as set out paragraph 2.2.2 above. Static noise tests shall be carried out in accordance with current measuring methods used by the MSUK and ACU for cars and motorcycles respectively.
- 2.3.2. MSV shall use designated noise test areas suitable for that purpose where vehicles are tested prior to allowing them onto the race track.

2.4. Drive-by noise measurement

- 2.4.1. MSV operates a fixed noise meter located 20m from the race track at an elevation of 2m measuring dB (A) Lmax. To assist MSV in identifying any vehicle breaching the drive-by noise limit, the noise monitoring system is set up to take a photograph of the circuit adjacent to the noise monitor in the event that any breach of the drive-by noise limit is recorded.

2.5. Enforcement

- 2.5.1. If any vehicle does not comply with the applicable static noise limits for track days as set out in 2.2.2 MSV will require the organiser to prevent such vehicle(s) from continuing to use the race track unless and until it is modified to comply with the static noise limits. If

such a vehicle, once modified, fails the static noise test for a second time it will be excluded from any further circuit activity.

- 2.5.2. MSV shall exclude from the track any vehicle identified to be 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. If such a vehicle, once modified, fails the static noise test for a second time it will be excluded from any further circuit activity.
- 2.5.3. During track days, all vehicles will be observed and monitored for excessive backfire (more than 3 incidents in any lap of the race circuit) by marshals, the control tower, and any other relevant personnel. Any vehicle identified as generating excessive backfire may take no further part in the track day unless it is modified to reduce backfire.

3. Evening track events

Any vehicular activity (apart from site service vehicles) on the circuit after 17.30 (unless part of a race meeting) must comply with the requirement of this Section 3.

3.1. Operating hours

- 3.1.1. 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 when evening track events may be operated

- 3.2.1. No evening track events shall take place on Fridays, Saturdays or Sundays.
- 3.2.2. No more than 4 evening track events may take place per week.
- 3.2.3. Evening track events shall not take place on a day when the Grand Prix circuit has been used unless that evening track event is comprised only of quiet activity.

3.3. Noise limits

- 3.3.1. The use of Class 2 vehicles and Class 3 vehicles is prohibited at Brands Hatch during evening track events.
- 3.3.2. Class 1 vehicles will only be permitted to participate in any evening track events if they conform to MSV's noise test limits of:

	Static noise limit	Drive-by noise limit
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First day in any week	102dB(A)	92dB(A)
Days 2 & 3 in any week	102dB(A)	90dB(A)
Fourth day in any week	98dB(A)	88dB(A)

3.3.3. Evening track events will not be scheduled as noisier than whatever daytime activity that preceded it. For example:

- a) No evening track event will follow a day where no circuit activity was scheduled.
- b) Following a day of quiet activity, any evening track event must also be a quiet activity.
- c) A track day) may be followed by an evening track event at 102dB(A) (static noise level).

It must be appreciated however that although evening track events will not be scheduled as noisier than the daytime activity it follows, it may be (or appear to be) noisier if the daytime activity was quieter than it was scheduled to be due to e.g. cancellation, a limited number of vehicles etc.

3.4. Static noise measurement

- 3.4.1. MSV shall conduct static noise tests to establish adherence to the relevant static limit as set out in paragraph 3.3.2.above. Static noise tests shall be carried out in accordance with current measuring methods used by the MSUK and ACU for cars and motorcycles respectively.
- 3.4.2. MSV shall use designated noise test areas suitable for that purpose where vehicles are tested prior to allowing them onto the race track.

3.5. Drive-by noise measurement

- 3.5.1. MSV shall operate a fixed noise meter located 20m from the race track at an elevation of 2m measuring dB(A) Lmax. The noise meter will be set up to capture a digital photograph of the section of track adjacent to the monitor in the event that any breach of the drive-by noise limit is recorded. The photograph should assist MSV in identifying the vehicle breaching the drive-by noise limit in the event of any doubt; however, it must be appreciated that a bunching of vehicles at that point on the race track may make this difficult.

3.6. Enforcement

- 3.6.1. If any vehicle does not comply with the applicable static noise limits for evening track events as set out in 3.3.2 it will require the organizer to prevent such vehicle(s) from

continuing to use the race track unless and until such vehicle(s) is modified to comply with the noise limits. If such a vehicle, once modified, fails the static noise test for a second time it will be excluded from any further circuit activity.

- 3.6.2. MSV shall exclude from the track any vehicle identified to be exceeding the relevant drive-by noise limit and such a vehicle may take no further part in the evening track event unless it is modified to comply with the drive-by noise limit. If such a vehicle, once modified, is identified as breaching the drive-by noise limit for a second time, it will be excluded from any further circuit activity.
- 3.6.3. 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 2 warnings and then excluded from further participation that day following any 3rd occurrence of excessive tyre squeal.
- 3.6.4. During evening track events, all vehicles will be observed and monitored for excessive backfire (more than 3 incidents in any lap of the race circuit) by marshals, the control tower, and other relevant personnel. Any vehicle identified as generating excessive backfire may take no further part in the track day unless it is modified to reduce backfire.

4. Testing

The following shall apply to use of the race track for testing (other than testing as part of a race meeting)

4.1. Operating hours

- 4.1.1. Use of the race track by Class 1, 2 or 3 vehicles (except service vehicles) shall not start before 09.00 and shall cease no later than 17.30.
- 4.1.2. A 1 hour break shall be taken between 12.00 and 14.00 if the testing involves Class 2 or Class 3 vehicles.

4.2. Noise limits

- 4.2.1. All 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, unless seven calendar days prior notification is given to the District Council's Environmental Health department and the BHLG chairman, prior to track use.

4.3. Noise measurement

- 4.3.1. MSV will ensure that all vehicles used during testing operate to the noise limits (if any) prescribed in respect of that Class of vehicle by the requirements of the relevant governing body. The vehicle noise limits will be reflected in contractual agreements with testing organisers.
- 4.3.2. Suitable designated noise test areas will be used where vehicles shall be tested by a competent noise scrutiniser prior to allowing them onto the race track.
- 4.3.3. All vehicles participating in testing (other than testing involving Class 3 vehicles) must be tested in accordance with the requirements of the relevant governing body. If a vehicle fails a noise test it may be modified and re-tested but will not be permitted on the race track until it passes the relevant noise test.

4.4. Limits on the number of days of testing Class 2 and Class 3 vehicles.

- 4.4.1. No more than 2 days of testing involving Class 2 and Class 3 vehicles shall be permitted during any week.
- 4.4.2. Number of days permitted in any calendar year for Class 2 and Class 3 vehicles:

Class 2 vehicles	27
Class 3 vehicles	9

5. Quiet Activity days

5.1. Minimum number of quiet days during weekends of the racing season

- 5.1.1. During each year MSV will ensure that there are at least six days during weekends and/or Bank Holidays upon which only quiet activities shall be run. MSV will ensure that at least four of these days fall within the months of April to September inclusive.

5.2. Minimum number of quiet days following certain major race meetings and/or Class 3 race meetings

- 5.2.1. In addition to the quiet activity days required in 5.1, MSV shall also implement the following numbers of quiet days following certain major race meetings including Class 3 vehicles as specified below. These proposals are made in recognition of the greater degree of overall disruption caused to local residents by such events, rather than just the noise levels alone.

5.2.2. There will be two consecutive quiet activity days with no evening track events immediately following the major race meetings listed below as well as any race meetings other than those in 5.2.3. including more than 2 hours of Class 3 vehicle running per race meeting day.

- a) One designated event (as referred to in clause 1.1.3)
- b) GT World Championship

5.2.3. There will be one quiet activity day with no evening track events immediately after the weekend upon which the following major race meetings take place:

- a) British Touring Car Championship (two events)
- b) British Superbike Championship (two events)
- c) Historic SuperPrix
- d) Masters Festival
- e) American Speedfest

5.2.4. The major race meetings listed in sections 5.2.2 and 5.2.3 are subject to amendment during each year due to changes to the racing calendar. Subject to the maximum number of events set out in paragraphs 1.3.1 and 1.3.2 and the limitations on the use of the Grand Prix circuit imposed by planning conditions, consideration will be given to introducing quiet activity days following any new events of a comparable scale to the major race meetings currently listed. Information shall be provided for the local residents and the public indicating how noisy such event is likely to be.

5.3. General

5.3.1. All instructors used for MSV's retail driving events which take place on quiet activity days shall be MSV trained and approved.

5.3.2. During quiet activity, all drivers will be observed and monitored to ensure no significant tyre squeal. Any driver creating excessive tyre squeal shall be given two warnings and then be excluded from further participation that day following any third occurrence of excessive tyre squeal.

6. Non Circuit Activity

The following shall apply in respect of non-circuit activity

6.1. Operating hours

With the exception of Quiet Activity, Non-Circuit Activity may only take place during times when activity is permitted on the Race Track pursuant to this NMP.

6.2. Noise limits

Vehicles participating in Non-Circuit Activity must conform to a noise limit being lesser of;

- a) The noise limit applicable to the activity permitted on the Race Track at the time of the Non-Circuit Activity; and
- b) 105db(A) static noise limit

6.3. Noise Measurement

MSV will ensure that the relevant noise limit set out in paragraph 6.2 is adhered to, including where necessary by requiring that static noise tests are carried out in accordance with current measuring method used by the MSUK and ACU for cars and motorcycles respectively.

6.4. Enforcement

- 6.4.1. If any vehicle intended for use in Non-Circuit Activity fails an applicable static noise test it will be prevented from taking part until it has been modified and subsequently passed the test. Any vehicle which fails a static noise test for a second time will be excluded from taking any part in the relevant activity.
- 6.4.2. Any vehicle taking part in Non-Circuit Activity which is considered to be creating excessive noise, regardless of whether it has been subject to a static noise test pursuant to paragraph 6.3 will be required as a condition of continuing to take part, to pass the applicable static noise test (or another static noise test as the case may be). Any vehicle which fails a static noise test in these circumstances will be excluded from taking any further part in the relevant activity.

7. Noise Control Process

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

7.1. Static noise testing

- 7.1.1. MSV will use specific noise testing areas at the circuit for the purposes of carrying out noise testing.
- 7.1.2. 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 track hire agreements, operational regulations as well as its online and telephone sales processes.
- 7.1.3. MSV shall continue to police noise limits both through the static noise testing processes as well as by taking appropriate action for drive-by transgressions.

7.2. Drive-by noise limit monitoring

- 7.2.1. Drive-by noise levels will be recorded and retained at the circuit for 6 months and shall be available for inspection by the District Council on reasonable prior notice of at least 72 hours.
- 7.2.2. Noise logs indicating which vehicles have passed and failed static noise tests on track days, testing and evening track events will be retained by MSV for at least 6 months. A record will be maintained of vehicles that breach the drive-by noise limit.

7.3. Use of the Public Address system

- 7.3.1. MSV will operate and maintain a public address system that automatically reduces the system volume to the minimum level to maintain clear audibility over the background noise. The volume will automatically be reduced when there is no on-circuit activity.

8. Aircraft movements

- 8.1. MSV will ensure that best practice procedures are employed for all aircraft movements relating to Brands Hatch 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 West Kingsdown village, 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 at Schedule 2 of the NMP

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

- 8.2.** MSV is to inform the District Council and the BHLG seven working days in advance of events where more than six landings and six take offs on any day for helicopter traffic is likely or expected.
- 8.3.** The use of helicopters for aerial filming of race events 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 West Kingsdown village.
- 8.4.** For events at which helicopters will be used for filming purposes, details will be provided to the District Council and local residents no less than 14 days prior to the event.

9. Notification, complaint management and community liaison

Effective communication between Brands Hatch 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 has implemented, with co-operation from the District Council, in order to ensure that information relating to events at Brands Hatch 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 has continued to make more comprehensive, accurate and up to date information freely available to local residents.

9.1. Notification of Noise Complaints

- 9.1.1.** The District Council will notify MSV of any noise complaints it receives within 72 hours of receipt.
- 9.1.2.** MSV shall notify the District Council of any noise complaints it receives within 72 hours of receipt.
- 9.1.3.** MSV shall keep a record of all noise complaints received (whether from the District 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 led to the complaint.

9.2. Noise phone hotline

- 9.2.1. MSV has a dedicated noise telephone hotline publicised to the local community and being 01474 875 227, to enable local residents to contact MSV and leave a message requesting information about events taking place at Brands Hatch or to lodge a noise complaint. MSV will use reasonable endeavours to reply to messages within 48 hours. During operational hours, local residents may also contact MSV via the switchboard on 01474 872 331.
- 9.2.2. A dedicated email address for any noise complaints is also established and publicised and MSV will use reasonable endeavours to respond within 48 hours.

9.3. Dedicated information web page

- 9.3.1. MSV shall continue to maintain a dedicated web page as part of the As part of the brandshatch.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 9.4.
- 9.3.2. 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.
- 9.3.3. Circuit activity will be colour-coded on the web page according to the following criteria as measured by static noise test.

White	Quiet activity (as defined in NMP)
Green	Activity up to & including 102 dB(A)
Yellow	Activity above 102 dB(A) and up to & including 105 dB(A)
Orange	Activity above 105 dB(A) and up to & including 108 dB(A)
Red	Activity above 108 dB(A) and up to & including 118 dB(A)
Black	Activity above 118 dB(A)

9.4. Quarterly updates

- 9.4.1. MSV shall provide a periodic updates 2 or 3 times a year for circulation to the local community setting out details of upcoming major race meetings and other news relating to Brands Hatch 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.

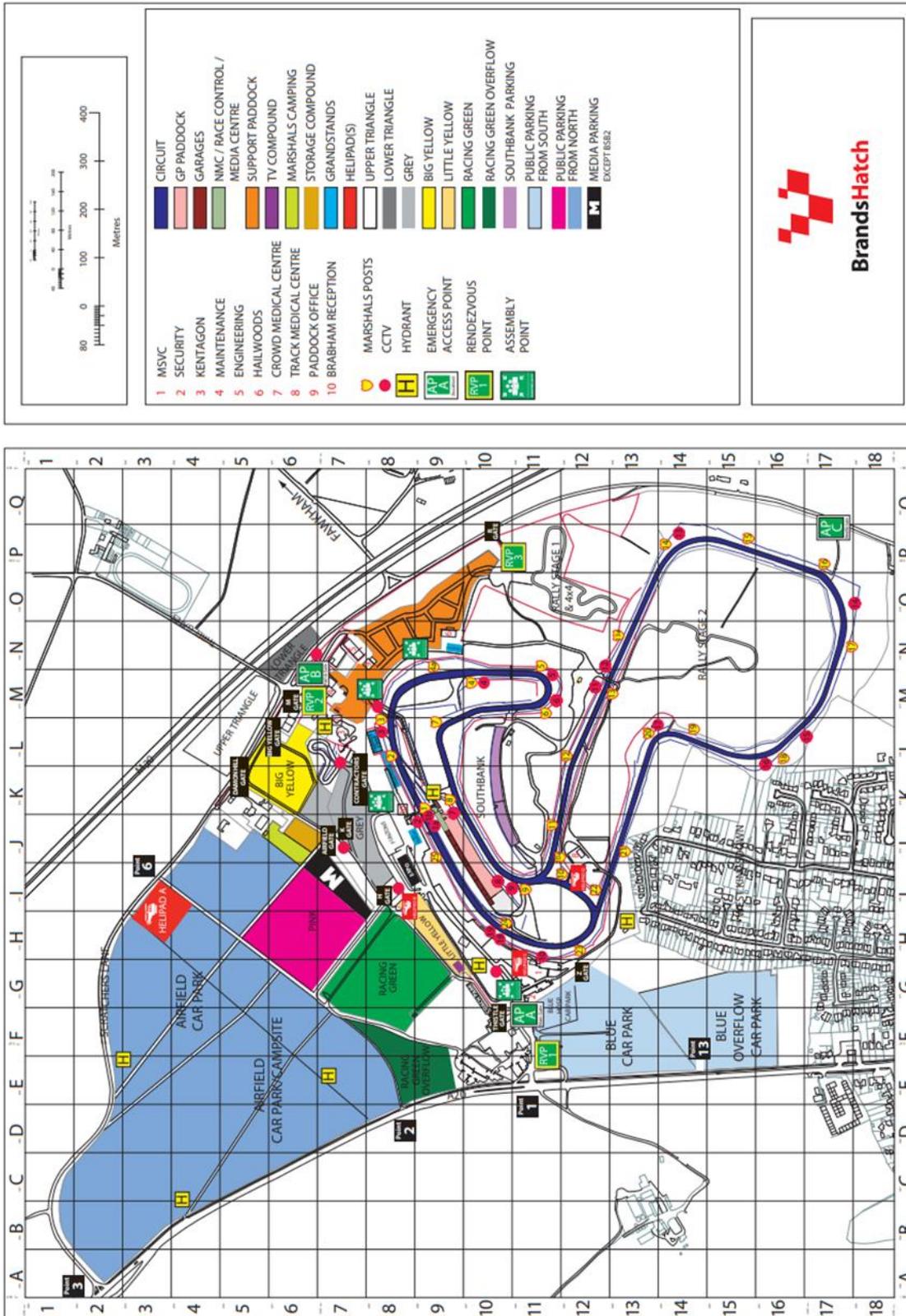
9.5. Continuing community liaison

- 9.5.1. Brands Hatch personnel shall maintain ongoing liaison with the District Council, WKPC and the BHLG, and host and attend regular scheduled meetings with the BHLG.

10. Noise Management Plan review mechanism

- 10.1. The Noise Management Plan will be reviewed every two years.
- 10.2. At this review any changes agreed between the District 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.
- 10.3. Noise complaints made to the District Council shall be logged and investigated and any appropriate action will be taken.
- 10.4. Any breaches of the Noise Management Plan giving rise to Statutory Nuisance will be considered against the District Council's current Enforcement Policy and may result in formal action.

Schedule 1- Plan of Brands Hatch Motor Racing Circuit



Schedule 2- Brands Hatch Helicopter Landing Guidelines

All requests for permission to land a helicopter at Brands Hatch must be made to the Operations Department who can be contacted on:

Telephone: 01474 875242

Fax: 01474 875290

E-mail: adrian.clarke@msv.com

Unlicensed Helipad - Operated by Brands Hatch Circuit

Helicopter pilots are reminded of the requirements of the Air Navigation Order, Rules of the Air Regulations 2007, Rule 5 Low Flying, and in particular Rule 5(3)(e) Flying over open air assemblies, and Rule 5(3)(f) Landing and taking off near open air assemblies. The reference in Rule 5(3)(f) to 'procedures notified by the CAA' are contained in the Aeronautical Information Publication, GEN 1.6 — Summary of national Regulations and International Agreements/Conventions, para 1. Landing and Taking Off Near Open Air Assemblies, and para 1.3 Procedures applicable at a temporary helicopter landing site.

Use:	Prior Permission Required (PPR)
Location:	North 51° 21' 53.00"
East	0° 15' 26.00" Airfield
Elevation:	460ft AMSL
Situated:	Large grass square with wind sock in the large field north of the race circuit adjacent to the bungalow.
Hazards:	M20 motorway running along eastern boundary, pylons with power cables running east west on the north of the landing area.
Radio:	Only available during special events and posted by NOTAM. Suggest Biggin Approach 129.4.
Emergency Services:	Nil only when NOTAM for special events.
Lighting:	Nil
Fuel:	Nil
Remarks:	<ul style="list-style-type: none">- Helipad should be approached from the West or East- Avoid flying over residential areas and fields with horses- Avoid flying over the circuit area as per the plan indicating no fly zones- Particularly avoid flying over West Kingsdown village

- Pilots of single engine helicopters are reminded to operate in such a way that a safe landing can be made at any time in the event of an engine failure, which means avoid flying over parked cars

Contact: Brands Hatch Security on 07919 218148 if ETA alters or gates are locked.

Map of helicopter no-fly zones

Brands Hatch Helicopter No Fly Zone Plan

