



Three Sisters Race Circuit

Drift

Noise Management Plan

2022

TABLE OF CONTENTS

INTRODUCTION

NOISE MANAGEMENT PROCEDURES

- 1. PURPOSE**
- 2. OPERATIONAL HOURS**
- 3. SCOPE**
- 4. RESPONSIBILITIES & AUTHORITY**
- 5. EVENT ORGANISATION & MANAGEMENT**
- 6. NOISE MONITORING**
- 7. HALF METRE STATIC TEST**
- 8. MITIGATION MEASURES**
- 9. CIRCUIT PUBLIC ADDRESS SYSTEM**
- 10. NOTIFICATION, COMPLAINTS & COMMUNITY LIASON**
- 11. NOISE MANAGEMENT PLAN REVIEW**
- 12. COMMUNITY LEVELS**
- 13. ENFORCEMENT PROCEDURES**
- 14. DRIVE PAST NOISE MARGINS**
- 15. GLOSSARY OF TERMS**
- 16. CIRCUIT PLAN**

INTRODUCTION

The Drift Noise Management Plan (NMP) provides a framework for owners, operators, competitors, regulatory authorities, and members of the community with regards to noise from Three Sisters Race Circuit (TSRC)

The NMP is intended to be a dynamic management control document to ensure continual improvement. It sets out the management procedures, processes, and controls in agreement with the local authority, Wigan Council (WC) that cover all aspects of mitigating the noise impact. The NMP will be constantly reviewed in line with good operational practice and improvements in noise measuring techniques and noise silencing and is therefore subject to revised versions being published at the discretion of TRSC.

NOISE MANAGEMENT PROCEDURES

1. PURPOSE

The NMP is used to ensure compliance with the Noise Abatement Notice and in addition to meet the requirements of TSRC to ensure noise impacts are mitigated, as well as to serve as a reliable source of information for the local residents neighbouring the circuit.

2. OPERATING HOURS

Race vehicle movement on the track including practice, testing, qualifying, and racing may only take place on the circuit during the following hours:

For Racing Engines, Monday to Friday 9am – 6pm, Saturday, Sundays, and Bank Holidays 10am – 6pm.

Non- Race Engine Events, 9am – 10pm.

3. SCOPE

The NMP applies to the racetrack and paddock area for the purpose of motor vehicle activities and the PA system.

4. RESPONSIBILITY AND AUTHORITY

1. The Managing Director is responsible for overall management of the circuit.

2. The Circuit Director is responsible for issuing contracts for hire of the circuit.

3. The Operations Director is responsible for the day-to-day operation of the track.

4. The Operations Director is responsible for noise control by managing the noise measuring equipment and providing noise management advice for all track activity in accordance with the NMP.

5. Meeting organisers, track day operators, track hirers and their staff and employees are responsible for events within their hire period, and for their clients, club members and competitors.

5. EVENT MANAGEMENT

1. The Managing Director shall best endeavour to operate the circuit in compliance with any noise abatement notice that may be in force. At the present time a Noise Abatement Notice has been served on TSRC by the local Authority (WC) following a complaint relating to “Drifting “, it has to be emphasised no other motor activity on the circuit is included in the abatement notice served.

2. The Managing Director shall ensure that all circuit users are contracted to comply with the requirements of the NMP.

3. The Circuit Director shall ensure that the NMP is enforced on each drift day on the circuit.

1. Information posted in signing on areas.

2. Signage indicating the noise controls in force on that day.

3. Supervision of noise control including “Static Tests” and “Drive Past” measurements.

4. Enforcement action against defaulters.

6. NOISE MONITORING

Noise monitoring will be undertaken as a two-stage process:

1. Where an event is subject to the Motorsport UK (MSUK) or some other nationally recognised motor sports body “A Regulatory Body” the Operations Director shall ensure that the regulations of the Regulatory Body with regard to noise shall be implemented.

2. Where the Regulatory Body regards “Static Noise Testing”, he shall supervise and monitor to ensure that such “Static Tests” are performed in the correct manner and with compliance to the Regulatory Body’s procedures to noise levels laid down by that Regulatory Body.

3. Where an event is not subject to a Regulatory Body regulation the Operations Director shall supervise a “Static Test” performed according to MSUK procedures to noise levels agreed by TSRC and the hirer as laid down by the hire contract in force.

This may be performed by the Operations Director or designee or by the hirer providing that the hirer has satisfied the Operations Director that suitably qualified persons and calibrated equipment has been provided.

4. TSRC shall also operate continuous “Drive Past” testing using a trackside Class 1 or 2 measurement microphone and noise logger, field calibrated before each day the circuit is used. The “Drive Past” measurement system will be positioned in agreement with the local authority (WC) where the “Drive Past” level will be similar to the “Static Test” noise level, TSRC has a maximum “Static Test” of 105dB and “Drive Past” level on track of 95dB.

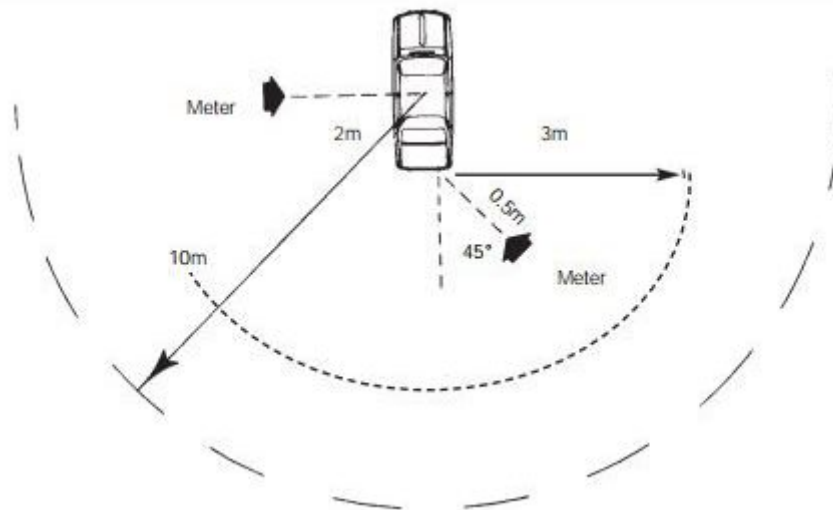
5. Where an event is operated under the regulations of a Regulatory Body then the “Drive Past” test shall be used to support the “Static Test” and to inform the Clerk of the Course regarding vehicle noise such that he or she may apply enforcement procedures if required.

7. HALF METRE STATIC TEST (EVERY VEHICLE)

TSRC will conduct a compulsory “Static Test” before a vehicle is permitted on the track. This test usually follows the standard set by MSUK guidelines.

The sound meter will be placed 1/2 metre out and up from the vehicle exhaust at an angle of 45 degree, the test will be taken at 2/3rd maximum RPM. A 3-metre clear area is essential around the vehicle for this test. All results from “Static Tests” will be recorded and held for 12 months.

STATIC TEST DIAGRAM



8. MITIGATION MEASURES

1. TSRC may install noise measurement equipment periodically outside the circuit.
2. Physical mitigation measures may be installed by TSRC to reduce community noise from the circuit.
3. TSRC will to its best endeavour ensure that published activity hours are respected including curfew times.

9. CIRCUIT PUBLIC ADDRESS SYSTEM (PA)

Whilst a necessary part of the circuit infrastructure, the PA system has the potential to cause public nuisance if operated inappropriately.

The PA system at Three Sisters has three purposes:

1. Communication with competitors in the paddock area.
2. Event information for Spectators.
3. Public safety including the protection of children.

System configuration:

- 1. The PA system comprises of loudspeakers mounted on poles and buildings around the circuit.**
- 2. The control of the PA system is zoned for competitors, spectators and regulated from either the Dummy Grid Building or Lap Scoring.**
- 3. Use should be limited to information and event management messages.**
- 4. Volume must be restricted to the lowest practical level.**

10. NOTIFICATION, COMPLAINTS & COMMUNITY LIASON

The Managing Director will ensure that the TSRC website will incorporate:

- 1. A provisional Drift calendar containing the relevant noise limits is maintained and published at the beginning of each year and updated as necessary.**
- 2. The Managing Director shall provide on request a report to the local authority (WC) detailing the days of use, the control noise level in operation along with relevant noise measurement data for each operational day.**
- 3. Records shall be kept for 24 months.**

Complaints or information received from the local community should be logged by circuit staff and upon receipt the circuit will take prompt action to:

- 1. Investigate the noise levels from the location of the complaint.**
- 2. Verify compliance with any regulation that may apply.**
- 3. Take action to mitigate noise impact if possible.**
- 4. Report the incident to the local authority (WC) within 72hours.**
- 5. TSRC shall support and participate in any community meetings or correspondence as is reasonably possible.**

6. TSRC shall keep a record of all complaints received whether from the council or otherwise for a period of 24 months.

11. NOISE MANAGEMENT PLAN REVIEW

- 1. The NMP is a live document and may be reviewed at any time.**
- 2. Reviews shall take place at least every 12 months.**
- 3. Updates to the NMP shall be notified to the local authority (WC) and shall be published within the community prior to implementation.**

12. COMMUNITY LEVELS

The noise level received at noise sensitive receptors as a direct result of operations at TSRC will be Measured in LAeq (1 hour), LAeq (5mins) & LAFmax.

LAeq – Since almost all sounds vary or fluctuate with time it is helpful instead of having an instantaneous value to describe the noise event, to have an average of the total acoustic energy experienced over its duration. LAeq (5min) & LAeq (1 hour) used in this NMP refer to the average acoustic energy experienced over rolling 5 minute and 1 hour time frames, throughout the duration of the operational day.

LAFmax – The LAFmax is the loudest instantaneous noise level. This is the loudest 125 milliseconds measured during every given period.

13. ENFORCEMENT PROCEDURES

1. Special measures are in force to control noise in accordance with MSUK guidance in the MSUK Yearbook.

2. All vehicles are subject to a “Static Test”, if a vehicle fails the “Static Test” it shall not be permitted to enter the track but may be modified or repaired and re-presented for a further test.

3. In addition to the “Static Test” all participating vehicles shall be monitored by a “Drive Past” noise monitoring system located on Conrad Straight as agreed with the Local Authority. (WC)

4. The position of the microphone is such that a vehicle under race or test conditions will provide a “Drive Past” noise measurement relating to that of the “Static Test” level. An example being if the “Static Test” was 95dBA then the “Drive Past” will measure equivalent on the “Drive Past” equipment.

5. Some vehicles exhaust or mapping system may produce unusually high noise at high RPM. These may pass the “Static Test” but may produce abnormally high “Drive Past” measurements. A vehicle that exceeds the “Drive Past” limit will be withdrawn from the circuit and will be instructed that remedial changes will have to be made and that an appropriate test is retaken set by the Operations Director or event organiser before re-entering the track. This may be a “Static Test” or “Drive Past” test or indeed both.

Any remedial changes must be left in position on the vehicle for the duration of the event. If the vehicle continues to fail the “Drive Past” limit it may be excluded from the event.

6. If a participating vehicle undergoes a change of exhaust or engine remapping or any modification that is likely to alter the noise output, it must pass a further “Static Test” before entering on to the track.

7. If a vehicle has been found to have been modified and caused an increase in noise output following the initial test but has not been resubmitted for another "Static Test" the vehicle and driver may at the discretion of the Operations Director be excluded from the remainder of the event. If the Operations Director considers the modifications to be an attempt to circumvent the noise regulations, then the Operations Director may report to the Managing Director who may decide on the vehicle/driver be excluded from further use of the circuit.

8. The BRITISH DRIFT CHAMPIONSHIP (BDC) have the following requirements relating to noise:

The exhaust noise level must be within regulations at each venue.

Additional noise level readings may be taken during practice, qualifying and twin battles.

If any competition vehicle exceeds the acceptable "dBA" level set by the host venue, they will be removed from the competition and must pass acceptable "dBA" level tests in order to return.

Each host venue specific "dBA" level will be announced prior to each event.

14. DRIVE PAST NOISE MARGINS

1. The "Drive Past" meter cannot differentiate between single and multiple passing vehicles, a single passing vehicle should not exceed the "Static Test" in force by more than 2dBA. This margin allows for driver ability and the position of the vehicle on the track.

2. Two simultaneously passing vehicles should not exceed the "Static Test" level in force by 3.5dBA.

3. Three simultaneously passing vehicles should not exceed the "Static Test" level in force by more than 4.5dBA.

4. Where the "Drive Past" levels exceed the margins shown above, action should be taken to identify the noisy vehicle. As soon as the vehicle is identified it must be removed from the track for further testing.

15. GLOSSARY OF TERMS

- **NMP** – This entire document.
- **MSUK** - The Motorsport UK, the national governing body of motorsport in the United Kingdom.
- **TSRC** – Three Sisters Racing Circuit.
- **WC** – Local Authority, Wigan Council.
- **Static Test** – The test applied to vehicles before use of the track.
- **Static Test Limit** - The noise level above which a vehicle shall be prevented from entering the track.
- **Drive Past** – A measurement taken on Conrad Straight using fixed monitoring equipment.
- **Drive Past Limit** – The noise level above which a vehicle shall be removed from the track, subject to margins shown in the NMP.
- **The Circuit/Track** – The track, paddock and area used for motorsport activity.
- **Race Day** – The day which upon participating vehicles must adhere to noise limits specified by the appropriate motorsport governing body.
- **BDC** – The British Drift Championship.
- **Relevant Governing Body** – means the Motorsport UK and any other Regulatory body.

16.

Circuit Plan

Three Sisters

Three Sisters Rd
Ashton-in-Makerfield
Wigan WN4 8DD

- 1 Medical
- 2 Briefing
- 3 Cafe
- 4 Workshops
- 5 Scrutineering
- 6 Paddock
- 7 Race Timing
- 8 Pit Lane
- Viewing Areas
- Entrance
- Toilets

