



Azymuth Acoustics UK

Professional Acoustic Services

Approved by: Matthew Gibson

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Noise Impact Assessment Report

Ref: AA0345

Proposed MOT Service Centre,

Land off Brightside Road

Crumpsall

Manchester

M8 5XJ

For

Hargreaves Contracting

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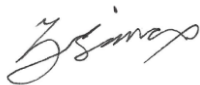
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1.0 Introduction

Azymuth Acoustics UK is appointed by Hargreaves Contracting to provide a noise impact assessment of a proposed MOT service centre for Salford Van Hire, at land off Brightside Road, Crumpsall, M8 5XJ. The project proposes the construction of a new industrial unit. The unit will be used for servicing vehicles and MOT testing. The facility would generally be in use from 07:00 to 18:00 hours Monday to Saturday and closed on Sundays.

The report assesses the noise from the proposed industrial unit by covering the following salient points:

- The results of a baseline noise survey undertaken in the vicinity of the proposed site.
- Noise conditions applied by Manchester City Council.
- Details of the proposed operations; including the proposed building, operations inside the building and proposed traffic movements to/from the site.
- Results from source measurements at a similar operational site.
- Predictions of the noise levels resulting from these operations at the industrial unit and an assessment of these against the relevant noise criteria.

Manchester City Council have provided three planning conditions regarding noise control. These are reproduced below:

Condition 26

"Any externally mounted ancillary equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment."

Condition 27

"Notwithstanding details submitted, prior to the first occupation of phase A, the premises and specifically the MOT and servicing centre shall be acoustically insulated and treated to limit the break-out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be retained thereafter."

Condition 29

"Prior to the first operation of each phase hereby approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council. The NMP shall include an assessment of noise from all activities associated with loading bays, service yards and loading dock areas. Where applicable, the noise assessment should take account of multiple noise sources operating simultaneously and report the cumulative impact. The noise impact of the development should be controlled to the criteria set out in the City Council's Planning and Noise Technical Guidance."

2.0 Baseline Noise Survey

2.1 Measurement Procedures

The instrumentation used for the environmental noise survey consisted of a SvanTek 979 Type 1 precision sound level meter. The equipment was calibrated before and after the noise measurements. The sound level meter measured at A-weighted (fast response) noise levels as well as 1/3 octave bands sound levels for all measurement record. The sound level meter was calibrated at the start of, and after the survey. The sound level meter was

laboratory calibrated to traceable standards within the previous two years of the survey. The calibrator was laboratory calibrated to traceable standards within the previous year of the survey.

The ambient sound level survey was undertaken between 15:45 on Friday 16th April to 08:00 hrs on Monday 19th April 2021. The survey covered a baseline noise survey over the worst-case operating periods in terms of potential noise impact. Measurements were taken at the location shown in figure 1.

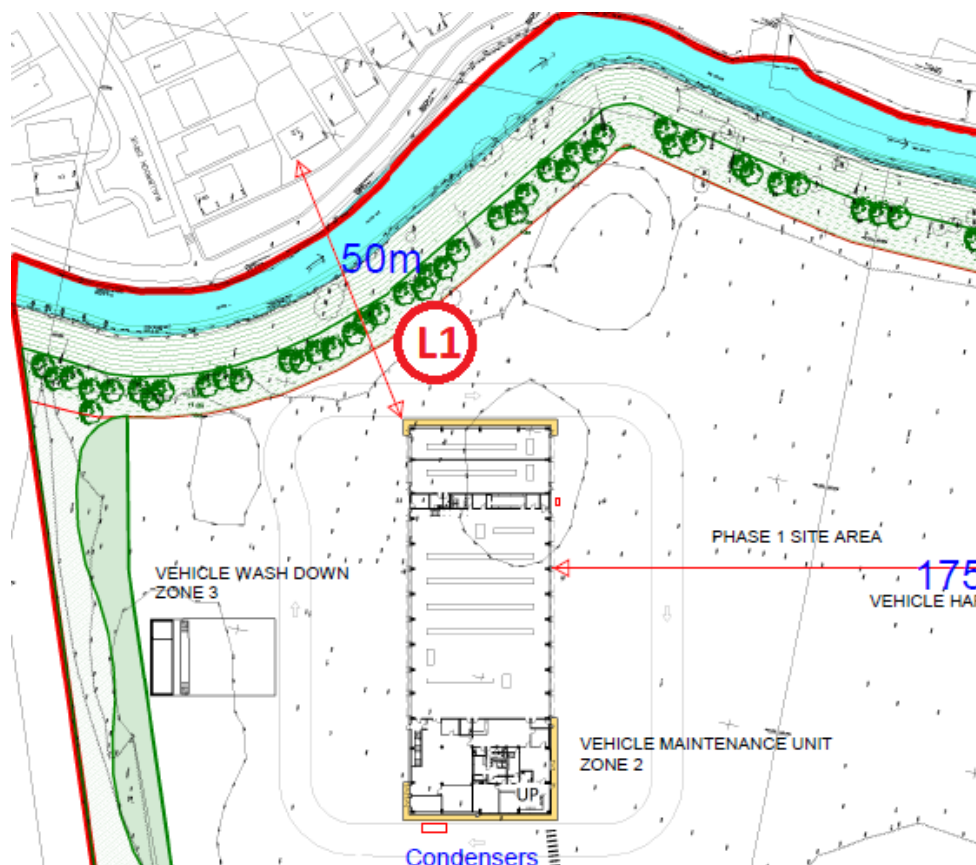


Figure 1: Proposed site and baseline sound level measurement position

2.2 Results of Noise Measurements

Full results of the background sound level survey are included in Appendix B of this report.

The following table summarises the results of the noise measurements undertaken at the proposed site in terms of the average daytime (07:00 to 23:00 hours). The site will be operational between the hours of 07:00 and 19:00.

Date	Period	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
16/04/2021	16:15 – 19:00	66	42	51	43	40	38
16/04/2021	19:00 – 23:00	60	40	46	41	39	38
17/04/2021	After construction work stopped for the day 13:20 – 23:00	77	40	50	40	36	34
17/04/2021	19:00 – 23:00	62	38	44	39	37	36
18/04/2021	07:00 – 19:00	69	39	49	42	36	34
18/04/2021	19:00 – 23:00	59	37	45	39	36	34

Table 1: Summary of noise measurement results (free-field, dBA)

For the purposes of the assessment, the worst case day time sound levels of 37 dB L_{Aeq} and 34 dB L_{A90} have been used at all noise sensitive receptors.

2.3 Description of Noise Climate

The daytime noise climate in the area, outside of construction hours consists of general industrial noise, as well as traffic noise on local roads. Industrial activity was noted on Brightside road, such as the use of pressure washers and fan units.

The closest noise sensitive receptors considered in this assessment are as follows:

- Properties on Wallbrooke Drive – Approx. 50 m northeast of site.
- Properties on Newcroft Drive – Approx. 50 m northeast of site.
- Properties on Hawkins Close – Approx. 175 m south of site.
- Properties on Slack Road – Approx. 150 m east of site.
- North Manchester General Hospital – Approx. 250 m west of site.

3.0 Assessment Criteria

In order to assess the extent of any measures which might be necessary in order to comply with suitable conditions relating to noise, Azymuth Acoustics UK has reviewed the following guidance documents and standards:

- Manchester City Council Core Strategy
- British Standard 4142: 2014 + A1:2019 – Methods for Rating and Assessing Industrial and Commercial noise
- World Health Organisation Guidelines on Community Noise

3.1 Manchester City Council Planning Conditions

Manchester City Council have applied three conditions prior to the occupation of the proposed facility. These are reproduced below:



Condition 26

Any externally mounted ancillary equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Condition 27

Notwithstanding details submitted, prior to the first occupation of phase A, the premises and specifically the MOT and servicing centre shall be acoustically insulated and treated to limit the break-out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be retained thereafter.

Condition 29

Prior to the first operation of each phase hereby approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council. The NMP shall include an assessment of noise from all activities associated with loading bays, service yards and loading dock areas. Where applicable, the noise assessment should take account of multiple noise sources operating simultaneously and report the cumulative impact. The noise impact of the development should be controlled to the criteria set out in the City Council's Planning and Noise Technical Guidance.

3.2 British Standard 4142: 2014

British Standard 4142: 2014 "Methods for assessing and rating industrial sound" describes methods for rating and assessing sound of an industrial and/or commercial nature. The methods described in this British Standard use outdoor sound levels to assess the likely impact on those at noise sensitive receptors.

- a) Typically, the greater the specific sound levels from the industrial site than background sound levels, the greater the magnitude of the impact.
- b) Penalty ratings are applied to noise with readily distinguishable characteristics, such as tonality and impulsivity.
- c) A rating level of +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.
- d) A rating level of +5 dB is likely to be an indication of an adverse impact, depending on the context.
- e) The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.

BS 4142 notes that: *Adverse impacts include, but are not limited to, annoyance and sleep disturbance. Not all adverse impacts will lead to complaints and not every complaint is proof of an adverse impact.*

It should be noted that BS 4142 methodology is not intended to be applied to activity sound directly from people. The guidance has been referenced in the assessment as an indicator to quantify the degree of potential noise impact.

3.3 W.H.O Guidelines on Community Noise

The World Health Organisation propose environmental health criteria for community noise including consideration of noise levels at which sleep disturbance may take place. These guidelines were amended by the WHO in 1999. The guidance suggests that an internal L_{Aeq} below 30dB is required to preserve the restorative process of sleep. This is equivalent to a free-field level of around 42 to 45dB L_{Aeq} or a façade level of 45 to 48dB L_{Aeq} , assuming open windows.

4.0 Assessment of Noise Levels of Externally Mounted Ancillary Equipment

4.1 Description of External Plant

The external plant consists of the following equipment:

- 4no. Condenser units servicing the offices of the new industrial unit
- Auxiliary Transformer
- Pressure Washing Station

Table 2 shows the octave band sound level data of the plant. Noise from all plant will be broadband in nature. The noise will not be tonal, impulsive or have readily identifiable characteristics. During operational hours, during a worst case one-hour period the external sources will be in use continuously. The sources will not be in use during the night time period.

Noise Source	A-weighted broadband Sound Power Level (L_{WA} dB)	Linear Octave Band Sound Power (L_w dB) Hz							
		63	125	250	500	1000	2000	4000	8000
Condenser (per Unit) ¹	80	85	85	83	80	79	75	70	66
Axillary Transformer ²	73	86	87	74	64	60	55	46	41
Power Washer ³	85	83	82	80	79	79	79	77	76

1: Data obtained at Lancashire DAF site

2: Data obtained from measured transformer on Volkarail site

3: SoundPLAN Library - Hessische Landesanstalt für Umwelt Technischer Bericht Nr. L 4054 zur Untersuchung der Geräuschemissionen und -immissionen von Tankstellen, Erich Krämer, 1999

Table 2: Measured noise level data of individual plant

4.2 Predicted Noise Levels at Noise Sensitive Receptors

Manchester City Council's planning decision requires all items of external plant to achieve levels at least 5 dB below prevailing background sound levels to be compliant with the condition. The noise sources have been used to build a 3D sound model of the site using SoundPLAN 8.2 software. The results of the SoundPlan noise calculations are shown in table 3.

Location / Receiver	Predicted Specific Noise Level at NSR dB(A)	Background Sound Level at Noise Sensitive Receptor dB(A)	Rating Level dB(A)	Compliance with Condition 26
Wallbrooke Drive	27	34	-7	Yes
Newcroft Drive	24	34	-10	Yes
Hawkins Close	20	34	-14	Yes
Slack Road	15	34	-19	Yes
North Manchester General Hospital	27	34	-7	Yes

Table 3: Assessment Results of External Plant

The results show that the proposed external mounted ancillary equipment will comply with Condition 26 of the Manchester City Council Planning Decision.

5.0 Assessment of Noise Levels of Within Industrial Unit

5.1 Noise levels within the proposed industrial unit

The industrial unit will primarily be used as a service and MOT facility for the Salford Van Hire fleet, with a jet washing station and an associated office area. This will include processes such as welding, grinding and the use of an air hose toll system with compressors. Vehicles will be running in the facility and horns will be tested. The unit will be operational during normal business hours (07:00 to 19:00 hrs Monday – Saturday and closed on Sundays).

The facility has 8 service bays and 2 MOT bays, and all bays may be in use at any given time. Vehicles will access the new industrial unit via Brightside Road. However, the increase in traffic flow on the road will be minimal and will not increase background sound levels.

Table 3 below provides a schedule of items proposed at the site along with octave-band noise data. Where available, data has been sourced from BS 5228-1:2009 Appendix C. All other data has been obtained from the SoundPLAN 8.2 noise emissions library. Not all machinery will be used simultaneously. An assumed worst-case percentage of time the equipment will be in use over a one hour period has been provided.

Noise Source	A-weighted broadband Sound Pressure Level @ 1 m (L _{PA} dB)	Linear Octave Band Sound Power (L _{PA} dB) Hz							
		63	125	250	500	1000	2000	4000	8000
Internal Ambient Level (3 bays occupied) ¹	69	58	56	63	65	66	60	56	48
Floor Cleaner ¹	75	60	60	67	69	69	69	69	64
air gun (no load) ¹	97	74	70	88	90	89	90	91	90
revved Truck engine ¹	91	79	81	87	85	88	85	79	68
air gun (on wheel lug) ¹	97	75	77	77	82	84	92	92	89

Noise Source	A-weighted broadband Sound Pressure Level @ 1 m (L _{PA} dB)	Linear Octave Band Sound Power (L _{PA} dB) Hz							
		63	125	250	500	1000	2000	4000	8000
Truck air horn ¹	106	73	73	97	99	104	100	88	73
Condenser (per Unit) ¹	80	85	85	83	80	79	75	70	66
Axillary Transformer ²	73	86	87	74	64	60	55	46	41
Power Washer ³	85	83	82	80	79	79	79	77	76
Moving Road Lorry ⁴	98	97	85	81	83	76	71	69	64
Worst-case 1-hour internal reverberant level	80	71	70	69	72	70	71	73	70
1: Data obtained at Lancashire DAF site 2: Data obtained from measured transformer on Volkarail site 3: SoundPLAN Library - Hessische Landesanstalt für Umwelt Technischer Bericht Nr. L 4054 zur Untersuchung der Geräuschemissionen und -immissionen von Tankstellen, Erich Krämer, 1999 4: Data From BS 5228 Table C6.22									

Table 4: Measured noise level data of individual plant / items

5.2 Review of Proposed Building Envelope

The building is a standard industrial unit type construction using Euroclad Elite 53 steel cladding system. The roof will be constructed with steel cladding panels. This type of walling consist of corrugated steel panels either side of mineral wool insulation. Historical data obtained from the SounPLAN 8.2 sound transmission library shows that this construction will likely provide a conservative estimate of 42 dB of attenuation. The data used for this construction type used in the assessment is shown in figure 2. The envelope also includes Arrow Thermaflex 401 industrial sectional overhead doors for access and loading. These will remain closed during servicing and MOTs, and will only be opened for access of vehicles. The doors will provide a conservative estimate of 25 dB of attenuation. Figure 3 and 4 show historical test data of similar constructions to the walls and roof of the facility.

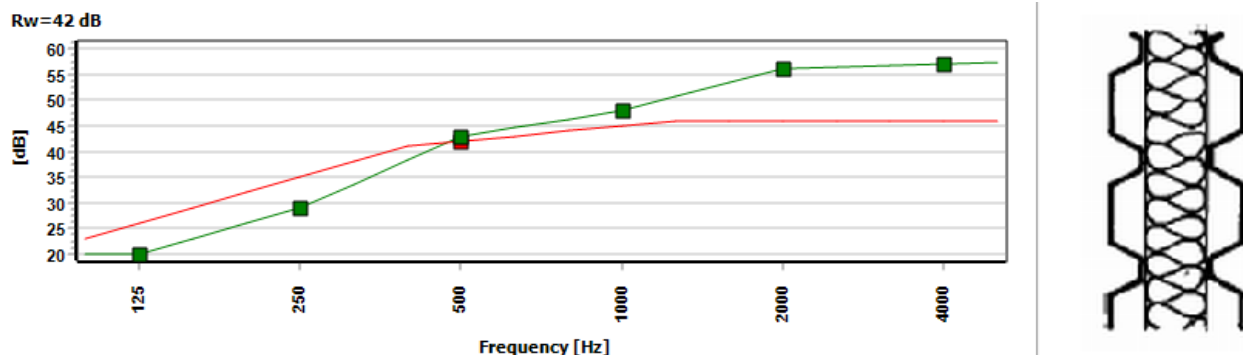


Figure 3: Sound Reduction data of corrugated steel system used as wall construction in assessment. Source: SounPLAN 8.2 sound transmission library

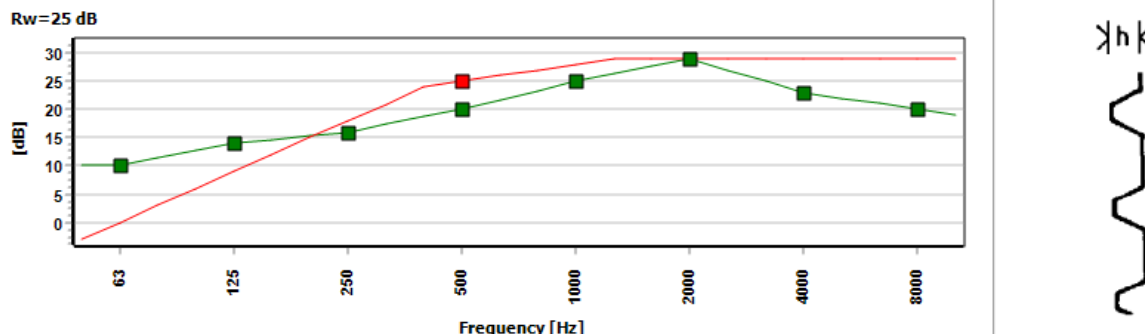


Figure 4: Sound Reduction data of corrugated steel system used as roof construction in assessment. Source: SounPLAN 8.2 sound transmission library

5.3 BS4142:2014 Assessment of Proposed Industrial Unit

A 3D noise model has been created to assess the specific noise levels of the proposed industrial unit on the closest Noise Sensitive Receptors (NSRs). The model assumes a worst-case noise environment, with all service and MOT bays in use within the industrial unit. An internal level of 85 dB(A) $L_{Aeq, 1hour}$ has been calculated for the industrial unit.

Noise is likely to be impulsive in nature so, within context, a penalty rating of 3 dB has been applied to the noise associated with the industrial unit. As the proposed unit is located adjacent to an existing industrial area, the additional vehicle movements associated with the proposed unit are not considered a change in character of the existing noise environment. The noise is not expected to be tonal when related to existing background levels. Therefore, no additional penalty ratings have been applied.

Table 3 below provides predicted noise impacts generated by SoundPLAN and compares the results with existing worst-case background sound levels in the vicinity of noise sensitive receptors.

Location / Receiver	Predicted Specific Noise Level at NSR dB(A)	Background Sound Level at Noise Sensitive Receptor dB(A)	Penalty Rating dB	Rating Level dB(A)
Wallbrooke Drive	31	34	+3	+0
Newcroft Drive	30	34	+3	-1
Hawkins Close	23	34	+3	-8
Slack Road	23	34	+3	-8
North Manchester General Hospital	27	34	+3	-4

Table 5: Assessment of noise impact on nearest noise sensitive receptors in accordance with BS4142:2014

The rating levels show that noise in the worst-case 1-hour period during operation, the noise rating level from site will be lower than or equivalent to the prevailing background sound levels at all noise sensitive receptors. This level is unlikely to cause adverse impact at the receptors.

The contour map in figure 5 presents the calculated noise impact of worst-case operational within the proposed building at the nearest noise sensitive receptors at a height of 4 m, or first floor level.

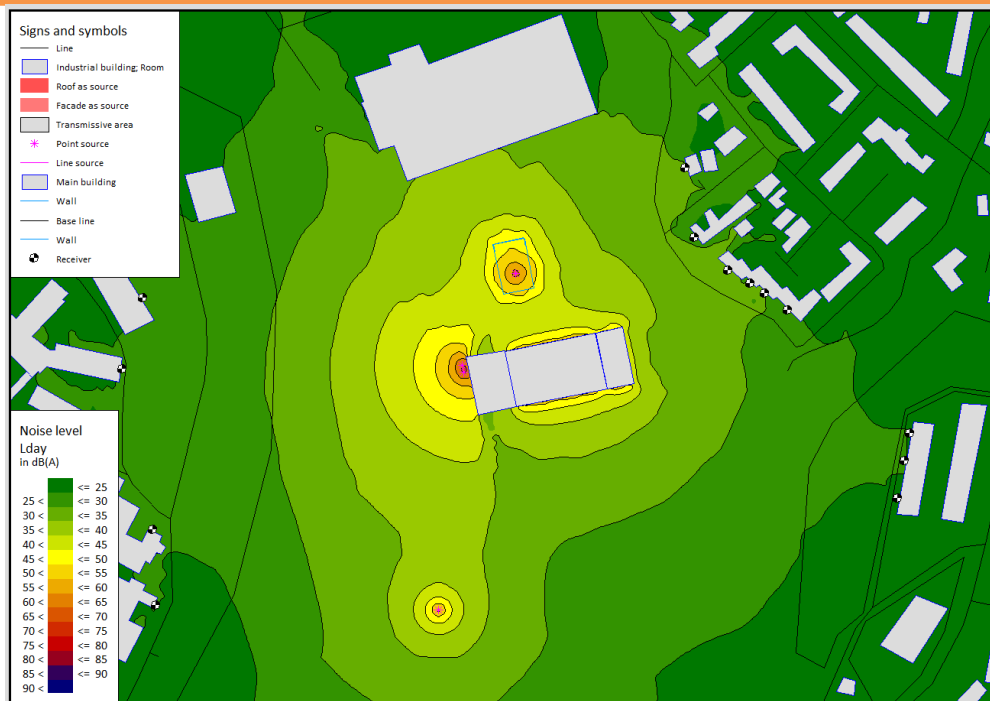


Figure 5: Predicted Noise Grid Map from Proposed Facility at First Floor height

The results show that at all noise sensitive receptors, the predicted specific sound levels will be equal to, or below the measured background sound levels. BS4142:2014 would indicate that sound produced by the industrial unit at these levels is unlikely to be perceptible at any noise sensitive receptor.

6.0 Consideration of Noise Management Plan

In order to protect residents on Wallbrook Drive and Newcroft Drive from adverse noise impact, operational noise management has been considered. The full NMP is shown in Appendix C. A summary of operational noise mitigation measures is as follows:

- Roller shutter doors to the exit of the MOT and Servicing bays must be kept closed, except for when exiting the bays.
- Vehicles on site must adhere to the designated signed speed limits.
- Vehicles on site must not be left idling unless required for servicing or MOT purposes.
- Heavy Air tools and power tools must not be left switched on when not in use.
- Servicing work will not be undertaken outside of the usual working hours of 07:00 and 19:00



7.0 Conclusions

Azymuth Acoustics UK has undertaken a noise impact assessment of the proposed Salford Van Hire Service and MOT centre off Brightside Road, Crumpsall with regards to conditions 26, 27 and 29 of the planning decision by Manchester City Council. The conditions state:

Condition 26

“Any externally mounted ancillary equipment shall be selected and/or acoustically insulated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.”

The results of baseline noise measurements indicate that the existing daytime background sound levels are 34 dB LA90 at nearby noise sensitive receptors. The dominant noise sources outside of construction hours, at the noise sensitive receptors was traffic on local roads, and distant industrial noise. These levels are considered representative of the local sound climate.

Noise from all externally mounted ancillary plant is predicted to be at least 7 dB below prevailing background levels at noise sensitive receptors. It is considered that Condition 26 of the planning condition has been met.

Condition 27

“Notwithstanding details submitted, prior to the first occupation of phase A, the premises and specifically the MOT and servicing centre shall be acoustically insulated and treated to limit the break-out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be retained thereafter.”

Azymuth Acoustics considers the use of Euroclad Elite 53 steel cladding system and Arrow Thermaflex 401 industrial sectional overhead doors sufficient to mitigate noise breakout from the facility, and that Condition 27 has been met.

Condition 29

“Prior to the first operation of each phase hereby approved, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council. The NMP shall include an assessment of noise from all activities associated with loading bays, service yards and loading dock areas. Where applicable, the noise assessment should take account of multiple noise sources operating simultaneously and report the cumulative impact. The noise impact of the development should be controlled to the criteria set out in the City Council's Planning and Noise Technical Guidance.”

The full Noise Management Plan is shown in Appendix C. Based on the analysis of the noise predictions and the building fabric of the facility, and the proposed noise management plan, noise rating levels associated with the proposed service and MOT centre are predicted to be below or equal to the background sound levels at all nearby noise sensitive receptors. This would indicate negligible adverse impact with regards to BS 4142:2014. It is considered that condition 29 has been met.



Appendix A – Glossary of Terms

Decibel (dB)

this is the unit used to measure sound. The human ear has an approximately logarithmic response to acoustic pressure over a very large dynamic range (typically 20 micro Pascal to 100 Pascal).

dB (A)

This is a measure of the overall noise level of sound across the audible spectrum with a frequency weighting (i.e. A-weighting) to compensate for the sensitivity of the human ear to sound of different frequencies. The A-weighting curve is implemented in sound level meters using an electronic filter that approximately corresponds to the frequency response of the ear.

Octave Band Noise Level

The human ear is sensitive to sound over a range of frequencies between approximately 20 Hz to 20 kHz. The ear is also generally more sensitive to medium and high frequencies than to low frequencies. In order to define the frequency content of a noise, the spectrum can be divided into frequency bands. The most commonly used frequency bands are octave bands, in which the mid-frequency of each band is twice that of the band below it.

L_{Aeq}

this is the equivalent steady sound level in dB (A) containing the same acoustic energy as the actual fluctuating sound level over a given time period.

Reverberation Time (RT or sometimes T_{30} or T_{60})

This is the time taken for the reverberant sound energy in an enclosure to decay one millionth of its equilibrium value, i.e. by 60 dB, after the source has been switched off, is known as the reverberation time. The reverberation time is frequency dependent and it is customary to measure its value in octave or one-third octave bands. Reverberation occurs when sound waves are repeatedly reflected from each surface of the room.

Sound Reduction Index (SRI)

Difference measured between the amount of energy flowing towards the wall in the source room and the total amount of energy flowing towards the wall in the source room and the total amount of energy entering the receiving room (usual range 100 - 3150 Hz for one third octave band values). The SRI varies with frequency and is measured in a laboratory in either octave or one-third octave bands.

$$SRI = L1 - L2 + 10 \log (S/A)$$

Where: $L1$ = Noise level in the source room

$L2$ = Noise levels in the receiving room

S = Surface area of test specimen

A = Equivalent acoustic absorption area in the receiving room

Weighted Sound Reduction Index (R_w)

this is a weighted single figure descriptor of the sound insulation performance of a partition measured under laboratory conditions. The procedure used to quantify the R_w is to compare the sound reduction index (SRI) in each of the one-third octave bands from 100Hz to 3150Hz against a set of standard reference curves.

Appendix B – Full Results of Noise Measurement Survey

Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
16/04/2021	15:48:32	74	47	50	47	45	42
16/04/2021	15:58:32	58	45	51	48	44	41
16/04/2021	16:08:32	50	42	47	44	41	39
16/04/2021	16:18:32	50	43	48	46	43	40
16/04/2021	16:28:32	58	47	55	49	46	43
16/04/2021	16:38:32	56	47	52	49	47	44
16/04/2021	16:48:32	55	44	51	48	43	39
16/04/2021	16:58:32	57	39	48	41	38	36
16/04/2021	17:08:32	55	38	45	39	37	36
16/04/2021	17:18:32	54	38	48	39	36	35
16/04/2021	17:28:32	57	39	50	39	36	35
16/04/2021	17:38:32	49	37	42	38	36	35
16/04/2021	17:48:32	66	46	60	43	36	35
16/04/2021	17:58:32	43	37	40	38	36	35
16/04/2021	18:08:32	59	38	47	39	36	35
16/04/2021	18:18:32	63	40	50	41	37	36
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16/04/2021	18:38:32	53	39	48	40	37	35
16/04/2021	18:48:32	47	37	42	39	36	35
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16/04/2021	22:38:32	42	39	40	39	38	37
16/04/2021	22:48:32	51	39	45	40	39	38



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
16/04/2021	22:58:32	55	40	45	40	39	38
16/04/2021	23:08:32	46	39	41	40	39	38
16/04/2021	23:18:32	54	40	44	41	39	38
16/04/2021	23:28:32	44	39	42	40	39	38
16/04/2021	23:38:32	50	40	42	41	40	39
16/04/2021	23:48:32	44	40	42	41	40	39
16/04/2021	23:58:32	44	40	43	41	40	39
17/04/2021	00:08:32	51	41	43	42	40	39
17/04/2021	00:18:32	45	41	43	42	41	39
17/04/2021	00:28:32	45	41	43	42	41	40
17/04/2021	00:38:32	45	41	43	42	41	40
17/04/2021	00:48:32	45	41	43	42	41	40
17/04/2021	00:58:32	43	41	43	42	41	40
17/04/2021	01:08:32	45	41	42	42	41	40
17/04/2021	01:18:32	44	41	43	42	41	40
17/04/2021	01:28:32	46	41	43	42	40	39
17/04/2021	01:38:32	45	41	43	42	41	40
17/04/2021	01:48:32	44	41	44	42	41	40
17/04/2021	01:58:32	47	41	45	43	41	40
17/04/2021	02:08:32	46	40	44	41	40	39
17/04/2021	02:18:32	44	40	42	41	40	39
17/04/2021	02:28:32	49	41	46	42	40	39
17/04/2021	02:38:32	50	41	44	43	41	40
17/04/2021	02:48:32	46	41	43	42	40	39
17/04/2021	02:58:32	46	41	44	42	41	39
17/04/2021	03:08:32	46	41	44	42	41	39
17/04/2021	03:18:32	46	41	44	42	41	39
17/04/2021	03:28:32	46	41	44	42	41	40
17/04/2021	03:38:32	46	42	45	43	42	40
17/04/2021	03:48:32	50	42	46	44	42	40
17/04/2021	03:58:32	48	41	45	42	41	40
17/04/2021	04:08:32	48	41	45	43	41	40
17/04/2021	04:18:32	46	41	44	42	40	39
17/04/2021	04:28:32	63	43	50	44	41	40
17/04/2021	04:38:32	46	41	44	42	41	40
17/04/2021	04:48:32	47	42	45	43	41	40
17/04/2021	04:58:32	55	44	53	45	42	41
17/04/2021	05:08:32	59	49	57	53	46	42
17/04/2021	05:18:32	61	50	57	53	48	44
17/04/2021	05:28:32	59	49	56	53	47	44
17/04/2021	05:38:32	63	48	56	51	46	43
17/04/2021	05:48:32	58	48	57	52	45	42
17/04/2021	05:58:32	59	49	57	54	45	43
17/04/2021	06:08:32	60	50	59	55	45	42
17/04/2021	06:18:32	61	50	59	56	45	42



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
17/04/2021	06:28:32	68	50	59	54	45	43
17/04/2021	06:38:32	60	47	58	48	44	43
17/04/2021	06:48:32	60	49	58	52	45	43
17/04/2021	06:58:32	63	45	51	47	44	42
17/04/2021	07:08:32	54	44	51	46	44	42
17/04/2021	07:18:32	53	44	48	46	44	42
17/04/2021	07:28:32	55	45	52	48	44	42
17/04/2021	07:38:32	58	45	53	48	43	42
17/04/2021	07:48:32	69	55	63	58	49	44
17/04/2021	09:18:32	66	48	55	49	46	44
17/04/2021	09:28:32	61	48	55	50	47	44
17/04/2021	09:38:32	72	57	70	59	50	44
17/04/2021	09:48:32	73	58	69	61	54	52
17/04/2021	09:58:32	91	68	78	71	65	61
17/04/2021	10:08:32	89	65	74	68	62	39
17/04/2021	10:18:32	57	42	50	45	40	38
17/04/2021	10:28:32	50	41	47	43	40	38
17/04/2021	10:38:32	51	41	46	43	39	38
17/04/2021	10:48:32	59	49	54	53	48	40
17/04/2021	10:58:32	74	60	70	65	51	41
17/04/2021	11:08:32	75	66	73	70	65	61
17/04/2021	11:18:32	82	65	74	68	62	58
17/04/2021	11:28:32	85	60	68	60	57	56
17/04/2021	11:38:32	85	67	77	70	64	50
17/04/2021	11:48:32	84	70	82	73	64	52
17/04/2021	11:58:32	78	60	70	65	53	39
17/04/2021	12:08:32	81	67	76	70	63	55
17/04/2021	12:18:32	56	44	50	46	42	39
17/04/2021	12:28:32	62	47	51	49	47	40
17/04/2021	12:38:32	88	65	76	67	48	41
17/04/2021	12:48:32	93	68	80	69	55	45
17/04/2021	12:58:32	85	58	69	59	48	40
17/04/2021	13:08:32	79	55	68	55	43	40
17/04/2021	13:18:32	55	40	47	43	38	36
17/04/2021	13:28:32	60	39	44	39	37	36
17/04/2021	13:38:32	51	38	43	39	38	36
17/04/2021	13:48:32	57	40	48	42	37	35
17/04/2021	13:58:32	51	38	44	38	37	36
17/04/2021	14:08:32	50	38	47	39	37	36
17/04/2021	14:18:32	58	39	47	39	37	36
17/04/2021	14:28:32	51	38	44	39	37	35
17/04/2021	14:38:32	54	39	47	40	37	35
17/04/2021	14:48:32	50	36	41	38	35	33
17/04/2021	14:58:32	51	37	46	40	35	33
17/04/2021	15:08:32	49	37	44	39	36	34



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
17/04/2021	15:18:32	61	41	52	43	37	35
17/04/2021	15:28:32	53	45	51	49	38	35
17/04/2021	15:38:32	50	36	41	37	35	34
17/04/2021	15:48:32	49	36	44	39	35	33
17/04/2021	15:58:32	53	36	42	37	35	34
17/04/2021	16:08:32	51	36	43	37	34	33
17/04/2021	16:18:32	51	36	42	36	35	33
17/04/2021	16:28:32	57	38	46	40	36	33
17/04/2021	16:38:32	61	36	43	37	34	32
17/04/2021	16:48:32	47	34	39	35	34	32
17/04/2021	16:58:32	44	35	40	37	35	33
17/04/2021	17:08:32	50	36	42	38	35	33
17/04/2021	17:18:32	48	36	43	37	35	33
17/04/2021	17:28:32	49	35	41	36	34	33
17/04/2021	17:38:32	67	40	46	40	36	34
17/04/2021	17:48:32	77	48	59	41	36	34
17/04/2021	17:58:32	56	38	47	40	36	35
17/04/2021	18:08:32	75	49	61	43	37	34
17/04/2021	18:18:32	72	47	58	43	36	34
17/04/2021	18:28:32	52	36	42	37	35	33
17/04/2021	18:38:32	52	36	41	38	35	34
17/04/2021	18:48:32	53	37	42	39	36	35
17/04/2021	18:58:32	56	39	43	40	38	36
17/04/2021	19:08:32	58	39	44	40	38	36
17/04/2021	19:18:32	53	39	44	41	38	37
17/04/2021	19:28:32	44	38	42	39	37	36
17/04/2021	19:38:32	51	39	47	41	38	36
17/04/2021	19:48:32	59	40	46	41	38	37
17/04/2021	19:58:32	53	40	47	42	39	37
17/04/2021	20:08:32	52	38	44	40	38	36
17/04/2021	20:18:32	58	39	49	40	37	36
17/04/2021	20:28:32	51	39	44	40	38	36
17/04/2021	20:38:32	55	38	43	39	37	36
17/04/2021	20:48:32	43	37	40	38	37	36
17/04/2021	20:58:32	54	37	41	38	36	35
17/04/2021	21:08:32	43	36	39	37	36	35
17/04/2021	21:18:32	46	36	41	37	36	35
17/04/2021	21:28:32	45	37	41	38	36	35
17/04/2021	21:38:32	54	38	45	38	37	35
17/04/2021	21:48:32	44	37	40	38	37	35
17/04/2021	21:58:32	56	39	49	41	37	35
17/04/2021	22:08:32	56	39	45	40	38	36
17/04/2021	22:18:32	43	38	41	39	38	36
17/04/2021	22:28:32	46	37	43	38	37	36
17/04/2021	22:38:32	42	37	40	38	37	36



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
17/04/2021	22:48:32	62	39	45	39	37	36
17/04/2021	22:58:32	54	38	44	38	37	36
17/04/2021	23:08:32	47	37	41	38	37	36
17/04/2021	23:18:32	50	38	42	39	37	36
17/04/2021	23:28:32	43	36	39	38	36	35
17/04/2021	23:38:32	54	37	41	37	36	34
17/04/2021	23:48:32	42	36	39	37	36	34
17/04/2021	23:58:32	41	35	37	36	35	34
18/04/2021	00:08:32	40	35	37	36	35	34
18/04/2021	00:18:32	41	35	38	36	35	33
18/04/2021	00:28:32	43	35	39	36	34	33
18/04/2021	00:38:32	43	35	39	36	34	33
18/04/2021	00:48:32	40	35	37	36	35	33
18/04/2021	00:58:32	43	35	40	37	35	34
18/04/2021	01:08:32	45	35	39	37	35	34
18/04/2021	01:18:32	42	35	39	36	35	34
18/04/2021	01:28:32	44	35	41	37	35	33
18/04/2021	01:38:32	43	34	38	35	34	33
18/04/2021	01:48:32	48	34	40	35	33	32
18/04/2021	01:58:32	40	33	36	34	33	32
18/04/2021	02:08:32	39	34	36	35	33	32
18/04/2021	02:18:32	38	33	36	34	33	32
18/04/2021	02:28:32	46	34	39	35	33	32
18/04/2021	02:38:32	39	34	36	35	33	32
18/04/2021	02:48:32	48	34	38	35	33	32
18/04/2021	02:58:32	45	34	37	35	34	32
18/04/2021	03:08:32	40	34	37	36	34	33
18/04/2021	03:18:32	42	35	38	36	35	34
18/04/2021	03:28:32	41	35	39	36	35	34
18/04/2021	03:38:32	43	36	40	37	36	34
18/04/2021	03:48:32	41	36	39	38	35	34
18/04/2021	03:58:32	43	38	41	39	38	36
18/04/2021	04:08:32	43	36	39	38	36	34
18/04/2021	04:18:32	40	36	38	37	35	34
18/04/2021	04:28:32	51	37	44	39	36	35
18/04/2021	04:38:32	54	38	47	39	36	35
18/04/2021	04:48:32	45	38	43	39	37	35
18/04/2021	04:58:32	53	40	49	43	38	36
18/04/2021	05:08:32	57	46	55	51	42	38
18/04/2021	05:18:32	57	49	56	52	47	42
18/04/2021	05:28:32	58	48	55	51	46	42
18/04/2021	05:38:32	57	47	54	51	45	41
18/04/2021	05:48:32	57	47	56	51	44	39
18/04/2021	05:58:32	61	48	58	53	42	38
18/04/2021	06:08:32	59	48	58	54	41	37



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
18/04/2021	06:18:32	60	51	59	57	42	37
18/04/2021	06:28:32	54	43	52	48	40	36
18/04/2021	06:38:32	54	44	52	49	39	36
18/04/2021	06:48:32	61	48	59	52	40	36
18/04/2021	06:58:32	60	45	57	47	40	37
18/04/2021	07:08:32	54	44	52	48	40	37
18/04/2021	07:18:32	58	44	53	48	41	37
18/04/2021	07:28:32	61	48	59	53	39	36
18/04/2021	07:38:32	56	41	50	45	39	35
18/04/2021	07:48:32	53	41	52	44	37	34
18/04/2021	07:58:32	53	41	52	43	36	34
18/04/2021	08:08:32	58	41	53	42	37	35
18/04/2021	08:18:32	49	39	47	42	36	34
18/04/2021	08:28:32	52	39	49	42	36	34
18/04/2021	08:38:32	53	38	48	41	36	34
18/04/2021	08:48:32	51	37	43	39	36	34
18/04/2021	08:58:32	52	39	48	42	36	34
18/04/2021	09:08:32	54	38	45	40	36	34
18/04/2021	09:18:32	52	39	48	43	36	34
18/04/2021	09:28:32	53	39	48	42	37	34
18/04/2021	09:38:32	51	38	45	41	36	34
18/04/2021	09:48:32	49	38	45	40	36	34
18/04/2021	09:58:32	53	40	50	43	37	35
18/04/2021	10:08:32	58	39	49	40	36	34
18/04/2021	10:18:32	53	38	45	40	36	34
18/04/2021	10:28:32	53	37	45	39	36	34
18/04/2021	10:38:32	50	37	45	40	36	34
18/04/2021	10:48:32	51	39	46	42	38	35
18/04/2021	10:58:32	49	38	45	40	36	34
18/04/2021	11:08:32	59	38	44	40	36	34
18/04/2021	11:18:32	53	36	41	38	35	34
18/04/2021	11:28:32	57	38	48	40	35	33
18/04/2021	11:38:32	62	40	50	43	36	33
18/04/2021	11:48:32	55	40	50	42	36	32
18/04/2021	11:58:32	51	37	47	39	35	33
18/04/2021	12:08:32	51	38	46	40	36	33
18/04/2021	12:18:32	45	36	41	38	35	33
18/04/2021	12:28:32	61	41	54	39	36	34
18/04/2021	12:38:32	47	36	43	39	35	33
18/04/2021	12:48:32	48	37	45	39	35	33
18/04/2021	12:58:32	52	37	47	39	35	33
18/04/2021	13:08:32	52	38	46	41	35	33
18/04/2021	13:18:32	52	37	44	39	35	33
18/04/2021	13:28:32	51	37	45	40	36	34
18/04/2021	13:38:32	51	35	43	36	34	32



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
18/04/2021	13:48:32	51	37	46	39	35	33
18/04/2021	13:58:32	55	36	44	37	34	33
18/04/2021	14:08:32	50	36	43	37	34	32
18/04/2021	14:18:32	61	39	49	40	35	34
18/04/2021	14:28:32	46	36	41	37	35	33
18/04/2021	14:38:32	58	37	46	38	35	33
18/04/2021	14:48:32	60	39	49	39	36	34
18/04/2021	14:58:32	52	37	44	40	36	34
18/04/2021	15:08:32	69	45	59	41	36	34
18/04/2021	15:18:32	63	43	57	42	36	34
18/04/2021	15:28:32	58	37	45	39	35	33
18/04/2021	15:38:32	57	40	51	41	36	34
18/04/2021	15:48:32	48	35	41	37	35	33
18/04/2021	15:58:32	52	37	46	39	35	33
18/04/2021	16:08:32	53	40	50	43	36	34
18/04/2021	16:18:32	51	37	46	38	34	32
18/04/2021	16:28:32	53	35	42	37	34	32
18/04/2021	16:38:32	52	35	44	36	33	31
18/04/2021	16:48:32	45	34	41	37	33	32
18/04/2021	16:58:32	52	36	44	38	35	33
18/04/2021	17:08:32	47	36	42	38	35	33
18/04/2021	17:18:32	58	41	52	43	35	33
18/04/2021	17:28:32	54	38	48	40	34	32
18/04/2021	17:38:32	53	37	46	40	35	33
18/04/2021	17:48:32	53	38	47	39	35	33
18/04/2021	17:58:32	48	37	45	40	35	33
18/04/2021	18:08:32	50	36	43	38	35	33
18/04/2021	18:18:32	48	36	42	37	35	33
18/04/2021	18:28:32	55	39	48	41	36	34
18/04/2021	18:38:32	52	38	47	41	36	33
18/04/2021	18:48:32	54	38	48	40	35	33
18/04/2021	18:58:32	55	39	48	41	35	33
18/04/2021	19:08:32	48	37	44	39	35	33
18/04/2021	19:18:32	52	36	43	38	34	32
18/04/2021	19:28:32	59	39	50	41	36	33
18/04/2021	19:38:32	47	37	42	39	36	34
18/04/2021	19:48:32	52	40	49	42	38	36
18/04/2021	19:58:32	56	39	47	41	38	36
18/04/2021	20:08:32	57	39	49	40	37	35
18/04/2021	20:18:32	55	38	48	39	36	35
18/04/2021	20:28:32	57	39	48	40	37	35
18/04/2021	20:38:32	58	38	46	40	36	34
18/04/2021	20:48:32	47	34	38	35	34	32
18/04/2021	20:58:32	53	37	45	40	34	32
18/04/2021	21:08:32	47	37	43	38	36	35



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
18/04/2021	21:18:32	44	36	39	37	36	35
18/04/2021	21:28:32	49	37	42	39	37	35
18/04/2021	21:38:32	49	37	41	38	36	35
18/04/2021	21:48:32	43	36	40	37	36	35
18/04/2021	21:58:32	41	35	38	36	35	34
18/04/2021	22:08:32	43	36	38	37	35	34
18/04/2021	22:18:32	44	36	38	37	36	34
18/04/2021	22:28:32	45	36	38	37	36	34
18/04/2021	22:38:32	51	37	47	37	36	34
18/04/2021	22:48:32	43	35	37	36	35	34
18/04/2021	22:58:32	43	35	37	36	35	34
18/04/2021	23:08:32	43	35	38	36	35	34
18/04/2021	23:18:32	39	34	36	35	34	33
18/04/2021	23:28:32	39	34	36	35	34	33
18/04/2021	23:38:32	50	35	39	35	34	33
18/04/2021	23:48:32	40	34	37	35	34	33
18/04/2021	23:58:32	43	35	38	36	34	33
19/04/2021	00:08:32	40	34	36	35	33	32
19/04/2021	00:18:32	42	34	37	35	34	33
19/04/2021	00:28:32	51	34	36	35	34	33
19/04/2021	00:38:32	44	34	36	35	34	33
19/04/2021	00:48:32	42	34	37	35	34	33
19/04/2021	00:58:32	43	34	36	35	34	33
19/04/2021	01:08:32	41	35	37	36	34	33
19/04/2021	01:18:32	49	35	37	36	35	33
19/04/2021	01:28:32	41	34	37	35	34	33
19/04/2021	01:38:32	43	34	37	35	34	33
19/04/2021	01:48:32	42	34	37	35	34	33
19/04/2021	01:58:32	43	35	37	36	34	33
19/04/2021	02:08:32	42	35	38	36	35	34
19/04/2021	02:18:32	47	36	39	38	36	35
19/04/2021	02:28:32	46	36	39	37	36	35
19/04/2021	02:38:32	45	36	41	38	36	35
19/04/2021	02:48:32	41	36	38	37	36	35
19/04/2021	02:58:32	43	37	40	38	36	35
19/04/2021	03:08:32	44	37	42	39	37	35
19/04/2021	03:18:32	43	36	40	37	36	35
19/04/2021	03:28:32	47	37	42	38	36	35
19/04/2021	03:38:32	42	37	41	38	37	36
19/04/2021	03:48:32	47	38	44	39	37	36
19/04/2021	03:58:32	48	37	42	38	37	36
19/04/2021	04:08:32	44	38	41	39	38	37
19/04/2021	04:18:32	49	39	42	40	38	37
19/04/2021	04:28:32	45	38	41	40	38	37
19/04/2021	04:38:32	50	39	45	41	39	37

Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
19/04/2021	04:48:32	51	40	47	42	39	38
19/04/2021	04:58:32	53	42	50	44	40	38
19/04/2021	05:08:32	57	46	54	50	44	40
19/04/2021	05:18:32	59	48	55	52	46	43
19/04/2021	05:28:32	58	48	55	51	46	43
19/04/2021	05:38:32	59	49	57	53	46	42
19/04/2021	05:48:32	59	47	53	50	45	43
19/04/2021	05:58:32	55	47	53	51	46	43
19/04/2021	06:08:32	53	45	52	48	44	42
19/04/2021	06:18:32	60	49	59	53	45	43
19/04/2021	06:28:32	57	46	52	48	45	44
19/04/2021	06:38:32	57	48	55	51	46	44
19/04/2021	06:48:32	57	46	52	48	45	44
19/04/2021	06:58:32	52	46	50	47	45	44
19/04/2021	07:08:32	52	45	48	46	45	43
19/04/2021	07:18:32	54	46	51	48	45	44
19/04/2021	07:28:32	53	46	52	49	45	44
19/04/2021	07:38:32	54	46	51	48	45	43
19/04/2021	07:48:32	68	49	61	51	45	43
19/04/2021	07:58:32	74	55	66	56	49	46
16/04/2021	15:48:32	74	47	50	47	45	42
16/04/2021	15:58:32	58	45	51	48	44	41
16/04/2021	16:08:32	50	42	47	44	41	39
16/04/2021	16:18:32	50	43	48	46	43	40
16/04/2021	16:28:32	58	47	55	49	46	43
16/04/2021	16:38:32	56	47	52	49	47	44
16/04/2021	16:48:32	55	44	51	48	43	39
16/04/2021	16:58:32	57	39	48	41	38	36
16/04/2021	17:08:32	55	38	45	39	37	36
16/04/2021	17:18:32	54	38	48	39	36	35
16/04/2021	17:28:32	57	39	50	39	36	35
16/04/2021	17:38:32	49	37	42	38	36	35
16/04/2021	17:48:32	66	46	60	43	36	35
16/04/2021	17:58:32	43	37	40	38	36	35
16/04/2021	18:08:32	59	38	47	39	36	35
16/04/2021	18:18:32	63	40	50	41	37	36
16/04/2021	18:28:32	47	37	41	38	36	35
16/04/2021	18:38:32	53	39	48	40	37	35
16/04/2021	18:48:32	47	37	42	39	36	35
16/04/2021	18:58:32	46	37	42	39	37	35
16/04/2021	19:08:32	56	40	48	41	39	37
16/04/2021	19:18:32	56	41	49	43	39	38
16/04/2021	19:28:32	51	40	48	42	39	38
16/04/2021	19:38:32	55	40	47	42	39	38
16/04/2021	19:48:32	51	41	48	43	40	38



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
16/04/2021	19:58:32	51	40	44	41	39	38
16/04/2021	20:08:32	48	39	43	40	39	38
16/04/2021	20:18:32	48	39	42	40	39	38
16/04/2021	20:28:32	44	39	42	40	39	38
16/04/2021	20:38:32	45	39	42	40	39	38
16/04/2021	20:48:32	45	39	42	40	39	38
16/04/2021	20:58:32	52	39	45	41	39	38
16/04/2021	21:08:32	57	41	49	41	39	38
16/04/2021	21:18:32	46	39	41	40	39	38
16/04/2021	21:28:32	50	40	44	41	39	38
16/04/2021	21:38:32	60	42	53	41	39	38
16/04/2021	21:48:32	50	39	44	40	39	38
16/04/2021	21:58:32	46	39	42	40	39	38
16/04/2021	22:08:32	42	39	41	40	39	38
16/04/2021	22:18:32	49	40	45	41	39	38
16/04/2021	22:28:32	47	39	44	40	39	37
16/04/2021	22:38:32	42	39	40	39	38	37
16/04/2021	22:48:32	51	39	45	40	39	38
16/04/2021	22:58:32	55	40	45	40	39	38
16/04/2021	23:08:32	46	39	41	40	39	38
16/04/2021	23:18:32	54	40	44	41	39	38
16/04/2021	23:28:32	44	39	42	40	39	38
16/04/2021	23:38:32	50	40	42	41	40	39
16/04/2021	23:48:32	44	40	42	41	40	39
16/04/2021	23:58:32	44	40	43	41	40	39
17/04/2021	00:08:32	51	41	43	42	40	39
17/04/2021	00:18:32	45	41	43	42	41	39
17/04/2021	00:28:32	45	41	43	42	41	40
17/04/2021	00:38:32	45	41	43	42	41	40
17/04/2021	00:48:32	45	41	43	42	41	40
17/04/2021	00:58:32	43	41	43	42	41	40
17/04/2021	01:08:32	45	41	42	42	41	40
17/04/2021	01:18:32	44	41	43	42	41	40
17/04/2021	01:28:32	46	41	43	42	40	39
17/04/2021	01:38:32	45	41	43	42	41	40
17/04/2021	01:48:32	44	41	44	42	41	40
17/04/2021	01:58:32	47	41	45	43	41	40
17/04/2021	02:08:32	46	40	44	41	40	39
17/04/2021	02:18:32	44	40	42	41	40	39
17/04/2021	02:28:32	49	41	46	42	40	39
17/04/2021	02:38:32	50	41	44	43	41	40
17/04/2021	02:48:32	46	41	43	42	40	39
17/04/2021	02:58:32	46	41	44	42	41	39
17/04/2021	03:08:32	46	41	44	42	41	39
17/04/2021	03:18:32	46	41	44	42	41	39



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
17/04/2021	03:28:32	46	41	44	42	41	40
17/04/2021	03:38:32	46	42	45	43	42	40
17/04/2021	03:48:32	50	42	46	44	42	40
17/04/2021	03:58:32	48	41	45	42	41	40
17/04/2021	04:08:32	48	41	45	43	41	40
17/04/2021	04:18:32	46	41	44	42	40	39
17/04/2021	04:28:32	63	43	50	44	41	40
17/04/2021	04:38:32	46	41	44	42	41	40
17/04/2021	04:48:32	47	42	45	43	41	40
17/04/2021	04:58:32	55	44	53	45	42	41
17/04/2021	05:08:32	59	49	57	53	46	42
17/04/2021	05:18:32	61	50	57	53	48	44
17/04/2021	05:28:32	59	49	56	53	47	44
17/04/2021	05:38:32	63	48	56	51	46	43
17/04/2021	05:48:32	58	48	57	52	45	42
17/04/2021	05:58:32	59	49	57	54	45	43
17/04/2021	06:08:32	60	50	59	55	45	42
17/04/2021	06:18:32	61	50	59	56	45	42
17/04/2021	06:28:32	68	50	59	54	45	43
17/04/2021	06:38:32	60	47	58	48	44	43
17/04/2021	06:48:32	60	49	58	52	45	43
17/04/2021	06:58:32	63	45	51	47	44	42
17/04/2021	07:08:32	54	44	51	46	44	42
17/04/2021	07:18:32	53	44	48	46	44	42
17/04/2021	07:28:32	55	45	52	48	44	42
17/04/2021	07:38:32	58	45	53	48	43	42
17/04/2021	07:48:32	69	55	63	58	49	44
17/04/2021	09:18:32	66	48	55	49	46	44
17/04/2021	09:28:32	61	48	55	50	47	44
17/04/2021	09:38:32	72	57	70	59	50	44
17/04/2021	09:48:32	73	58	69	61	54	52
17/04/2021	09:58:32	91	68	78	71	65	61
17/04/2021	10:08:32	89	65	74	68	62	39
17/04/2021	10:18:32	57	42	50	45	40	38
17/04/2021	10:28:32	50	41	47	43	40	38
17/04/2021	10:38:32	51	41	46	43	39	38
17/04/2021	10:48:32	59	49	54	53	48	40
17/04/2021	10:58:32	74	60	70	65	51	41
17/04/2021	11:08:32	75	66	73	70	65	61
17/04/2021	11:18:32	82	65	74	68	62	58
17/04/2021	11:28:32	85	60	68	60	57	56
17/04/2021	11:38:32	85	67	77	70	64	50
17/04/2021	11:48:32	84	70	82	73	64	52
17/04/2021	11:58:32	78	60	70	65	53	39
17/04/2021	12:08:32	81	67	76	70	63	55



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
17/04/2021	12:18:32	56	44	50	46	42	39
17/04/2021	12:28:32	62	47	51	49	47	40
17/04/2021	12:38:32	88	65	76	67	48	41
17/04/2021	12:48:32	93	68	80	69	55	45
17/04/2021	12:58:32	85	58	69	59	48	40
17/04/2021	13:08:32	79	55	68	55	43	40
17/04/2021	13:18:32	55	40	47	43	38	36
17/04/2021	13:28:32	60	39	44	39	37	36
17/04/2021	13:38:32	51	38	43	39	38	36
17/04/2021	13:48:32	57	40	48	42	37	35
17/04/2021	13:58:32	51	38	44	38	37	36
17/04/2021	14:08:32	50	38	47	39	37	36
17/04/2021	14:18:32	58	39	47	39	37	36
17/04/2021	14:28:32	51	38	44	39	37	35
17/04/2021	14:38:32	54	39	47	40	37	35
17/04/2021	14:48:32	50	36	41	38	35	33
17/04/2021	14:58:32	51	37	46	40	35	33
17/04/2021	15:08:32	49	37	44	39	36	34
17/04/2021	15:18:32	61	41	52	43	37	35
17/04/2021	15:28:32	53	45	51	49	38	35
17/04/2021	15:38:32	50	36	41	37	35	34
17/04/2021	15:48:32	49	36	44	39	35	33
17/04/2021	15:58:32	53	36	42	37	35	34
17/04/2021	16:08:32	51	36	43	37	34	33
17/04/2021	16:18:32	51	36	42	36	35	33
17/04/2021	16:28:32	57	38	46	40	36	33
17/04/2021	16:38:32	61	36	43	37	34	32
17/04/2021	16:48:32	47	34	39	35	34	32
17/04/2021	16:58:32	44	35	40	37	35	33
17/04/2021	17:08:32	50	36	42	38	35	33
17/04/2021	17:18:32	48	36	43	37	35	33
17/04/2021	17:28:32	49	35	41	36	34	33
17/04/2021	17:38:32	67	40	46	40	36	34
17/04/2021	17:48:32	77	48	59	41	36	34
17/04/2021	17:58:32	56	38	47	40	36	35
17/04/2021	18:08:32	75	49	61	43	37	34
17/04/2021	18:18:32	72	47	58	43	36	34
17/04/2021	18:28:32	52	36	42	37	35	33
17/04/2021	18:38:32	52	36	41	38	35	34
17/04/2021	18:48:32	53	37	42	39	36	35
17/04/2021	18:58:32	56	39	43	40	38	36
17/04/2021	19:08:32	58	39	44	40	38	36
17/04/2021	19:18:32	53	39	44	41	38	37
17/04/2021	19:28:32	44	38	42	39	37	36
17/04/2021	19:38:32	51	39	47	41	38	36



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
17/04/2021	19:48:32	59	40	46	41	38	37
17/04/2021	19:58:32	53	40	47	42	39	37
17/04/2021	20:08:32	52	38	44	40	38	36
17/04/2021	20:18:32	58	39	49	40	37	36
17/04/2021	20:28:32	51	39	44	40	38	36
17/04/2021	20:38:32	55	38	43	39	37	36
17/04/2021	20:48:32	43	37	40	38	37	36
17/04/2021	20:58:32	54	37	41	38	36	35
17/04/2021	21:08:32	43	36	39	37	36	35
17/04/2021	21:18:32	46	36	41	37	36	35
17/04/2021	21:28:32	45	37	41	38	36	35
17/04/2021	21:38:32	54	38	45	38	37	35
17/04/2021	21:48:32	44	37	40	38	37	35
17/04/2021	21:58:32	56	39	49	41	37	35
17/04/2021	22:08:32	56	39	45	40	38	36
17/04/2021	22:18:32	43	38	41	39	38	36
17/04/2021	22:28:32	46	37	43	38	37	36
17/04/2021	22:38:32	42	37	40	38	37	36
17/04/2021	22:48:32	62	39	45	39	37	36
17/04/2021	22:58:32	54	38	44	38	37	36
17/04/2021	23:08:32	47	37	41	38	37	36
17/04/2021	23:18:32	50	38	42	39	37	36
17/04/2021	23:28:32	43	36	39	38	36	35
17/04/2021	23:38:32	54	37	41	37	36	34
17/04/2021	23:48:32	42	36	39	37	36	34
17/04/2021	23:58:32	41	35	37	36	35	34
18/04/2021	00:08:32	40	35	37	36	35	34
18/04/2021	00:18:32	41	35	38	36	35	33
18/04/2021	00:28:32	43	35	39	36	34	33
18/04/2021	00:38:32	43	35	39	36	34	33
18/04/2021	00:48:32	40	35	37	36	35	33
18/04/2021	00:58:32	43	35	40	37	35	34
18/04/2021	01:08:32	45	35	39	37	35	34
18/04/2021	01:18:32	42	35	39	36	35	34
18/04/2021	01:28:32	44	35	41	37	35	33
18/04/2021	01:38:32	43	34	38	35	34	33
18/04/2021	01:48:32	48	34	40	35	33	32
18/04/2021	01:58:32	40	33	36	34	33	32
18/04/2021	02:08:32	39	34	36	35	33	32
18/04/2021	02:18:32	38	33	36	34	33	32
18/04/2021	02:28:32	46	34	39	35	33	32
18/04/2021	02:38:32	39	34	36	35	33	32
18/04/2021	02:48:32	48	34	38	35	33	32
18/04/2021	02:58:32	45	34	37	35	34	32
18/04/2021	03:08:32	40	34	37	36	34	33



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
18/04/2021	03:18:32	42	35	38	36	35	34
18/04/2021	03:28:32	41	35	39	36	35	34
18/04/2021	03:38:32	43	36	40	37	36	34
18/04/2021	03:48:32	41	36	39	38	35	34
18/04/2021	03:58:32	43	38	41	39	38	36
18/04/2021	04:08:32	43	36	39	38	36	34
18/04/2021	04:18:32	40	36	38	37	35	34
18/04/2021	04:28:32	51	37	44	39	36	35
18/04/2021	04:38:32	54	38	47	39	36	35
18/04/2021	04:48:32	45	38	43	39	37	35
18/04/2021	04:58:32	53	40	49	43	38	36
18/04/2021	05:08:32	57	46	55	51	42	38
18/04/2021	05:18:32	57	49	56	52	47	42
18/04/2021	05:28:32	58	48	55	51	46	42
18/04/2021	05:38:32	57	47	54	51	45	41
18/04/2021	05:48:32	57	47	56	51	44	39
18/04/2021	05:58:32	61	48	58	53	42	38
18/04/2021	06:08:32	59	48	58	54	41	37
18/04/2021	06:18:32	60	51	59	57	42	37
18/04/2021	06:28:32	54	43	52	48	40	36
18/04/2021	06:38:32	54	44	52	49	39	36
18/04/2021	06:48:32	61	48	59	52	40	36
18/04/2021	06:58:32	60	45	57	47	40	37
18/04/2021	07:08:32	54	44	52	48	40	37
18/04/2021	07:18:32	58	44	53	48	41	37
18/04/2021	07:28:32	61	48	59	53	39	36
18/04/2021	07:38:32	56	41	50	45	39	35
18/04/2021	07:48:32	53	41	52	44	37	34
18/04/2021	07:58:32	53	41	52	43	36	34
18/04/2021	08:08:32	58	41	53	42	37	35
18/04/2021	08:18:32	49	39	47	42	36	34
18/04/2021	08:28:32	52	39	49	42	36	34
18/04/2021	08:38:32	53	38	48	41	36	34
18/04/2021	08:48:32	51	37	43	39	36	34
18/04/2021	08:58:32	52	39	48	42	36	34
18/04/2021	09:08:32	54	38	45	40	36	34
18/04/2021	09:18:32	52	39	48	43	36	34
18/04/2021	09:28:32	53	39	48	42	37	34
18/04/2021	09:38:32	51	38	45	41	36	34
18/04/2021	09:48:32	49	38	45	40	36	34
18/04/2021	09:58:32	53	40	50	43	37	35
18/04/2021	10:08:32	58	39	49	40	36	34
18/04/2021	10:18:32	53	38	45	40	36	34
18/04/2021	10:28:32	53	37	45	39	36	34
18/04/2021	10:38:32	50	37	45	40	36	34



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
18/04/2021	10:48:32	51	39	46	42	38	35
18/04/2021	10:58:32	49	38	45	40	36	34
18/04/2021	11:08:32	59	38	44	40	36	34
18/04/2021	11:18:32	53	36	41	38	35	34
18/04/2021	11:28:32	57	38	48	40	35	33
18/04/2021	11:38:32	62	40	50	43	36	33
18/04/2021	11:48:32	55	40	50	42	36	32
18/04/2021	11:58:32	51	37	47	39	35	33
18/04/2021	12:08:32	51	38	46	40	36	33
18/04/2021	12:18:32	45	36	41	38	35	33
18/04/2021	12:28:32	61	41	54	39	36	34
18/04/2021	12:38:32	47	36	43	39	35	33
18/04/2021	12:48:32	48	37	45	39	35	33
18/04/2021	12:58:32	52	37	47	39	35	33
18/04/2021	13:08:32	52	38	46	41	35	33
18/04/2021	13:18:32	52	37	44	39	35	33
18/04/2021	13:28:32	51	37	45	40	36	34
18/04/2021	13:38:32	51	35	43	36	34	32
18/04/2021	13:48:32	51	37	46	39	35	33
18/04/2021	13:58:32	55	36	44	37	34	33
18/04/2021	14:08:32	50	36	43	37	34	32
18/04/2021	14:18:32	61	39	49	40	35	34
18/04/2021	14:28:32	46	36	41	37	35	33
18/04/2021	14:38:32	58	37	46	38	35	33
18/04/2021	14:48:32	60	39	49	39	36	34
18/04/2021	14:58:32	52	37	44	40	36	34
18/04/2021	15:08:32	69	45	59	41	36	34
18/04/2021	15:18:32	63	43	57	42	36	34
18/04/2021	15:28:32	58	37	45	39	35	33
18/04/2021	15:38:32	57	40	51	41	36	34
18/04/2021	15:48:32	48	35	41	37	35	33
18/04/2021	15:58:32	52	37	46	39	35	33
18/04/2021	16:08:32	53	40	50	43	36	34
18/04/2021	16:18:32	51	37	46	38	34	32
18/04/2021	16:28:32	53	35	42	37	34	32
18/04/2021	16:38:32	52	35	44	36	33	31
18/04/2021	16:48:32	45	34	41	37	33	32
18/04/2021	16:58:32	52	36	44	38	35	33
18/04/2021	17:08:32	47	36	42	38	35	33
18/04/2021	17:18:32	58	41	52	43	35	33
18/04/2021	17:28:32	54	38	48	40	34	32
18/04/2021	17:38:32	53	37	46	40	35	33
18/04/2021	17:48:32	53	38	47	39	35	33
18/04/2021	17:58:32	48	37	45	40	35	33
18/04/2021	18:08:32	50	36	43	38	35	33



Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
18/04/2021	18:18:32	48	36	42	37	35	33
18/04/2021	18:28:32	55	39	48	41	36	34
18/04/2021	18:38:32	52	38	47	41	36	33
18/04/2021	18:48:32	54	38	48	40	35	33
18/04/2021	18:58:32	55	39	48	41	35	33
18/04/2021	19:08:32	48	37	44	39	35	33
18/04/2021	19:18:32	52	36	43	38	34	32
18/04/2021	19:28:32	59	39	50	41	36	33
18/04/2021	19:38:32	47	37	42	39	36	34
18/04/2021	19:48:32	52	40	49	42	38	36
18/04/2021	19:58:32	56	39	47	41	38	36
18/04/2021	20:08:32	57	39	49	40	37	35
18/04/2021	20:18:32	55	38	48	39	36	35
18/04/2021	20:28:32	57	39	48	40	37	35
18/04/2021	20:38:32	58	38	46	40	36	34
18/04/2021	20:48:32	47	34	38	35	34	32
18/04/2021	20:58:32	53	37	45	40	34	32
18/04/2021	21:08:32	47	37	43	38	36	35
18/04/2021	21:18:32	44	36	39	37	36	35
18/04/2021	21:28:32	49	37	42	39	37	35
18/04/2021	21:38:32	49	37	41	38	36	35
18/04/2021	21:48:32	43	36	40	37	36	35
18/04/2021	21:58:32	41	35	38	36	35	34
18/04/2021	22:08:32	43	36	38	37	35	34
18/04/2021	22:18:32	44	36	38	37	36	34
18/04/2021	22:28:32	45	36	38	37	36	34
18/04/2021	22:38:32	51	37	47	37	36	34
18/04/2021	22:48:32	43	35	37	36	35	34
18/04/2021	22:58:32	43	35	37	36	35	34
18/04/2021	23:08:32	43	35	38	36	35	34
18/04/2021	23:18:32	39	34	36	35	34	33
18/04/2021	23:28:32	39	34	36	35	34	33
18/04/2021	23:38:32	50	35	39	35	34	33
18/04/2021	23:48:32	40	34	37	35	34	33
18/04/2021	23:58:32	43	35	38	36	34	33
19/04/2021	00:08:32	40	34	36	35	33	32
19/04/2021	00:18:32	42	34	37	35	34	33
19/04/2021	00:28:32	51	34	36	35	34	33
19/04/2021	00:38:32	44	34	36	35	34	33
19/04/2021	00:48:32	42	34	37	35	34	33
19/04/2021	00:58:32	43	34	36	35	34	33
19/04/2021	01:08:32	41	35	37	36	34	33
19/04/2021	01:18:32	49	35	37	36	35	33
19/04/2021	01:28:32	41	34	37	35	34	33
19/04/2021	01:38:32	43	34	37	35	34	33

Start Date	Start Time	L _{Amax}	L _{Aeq}	L _{A1}	L _{A10}	L _{A50}	L _{A90}
19/04/2021	01:48:32	42	34	37	35	34	33
19/04/2021	01:58:32	43	35	37	36	34	33
19/04/2021	02:08:32	42	35	38	36	35	34
19/04/2021	02:18:32	47	36	39	38	36	35
19/04/2021	02:28:32	46	36	39	37	36	35
19/04/2021	02:38:32	45	36	41	38	36	35
19/04/2021	02:48:32	41	36	38	37	36	35
19/04/2021	02:58:32	43	37	40	38	36	35
19/04/2021	03:08:32	44	37	42	39	37	35
19/04/2021	03:18:32	43	36	40	37	36	35
19/04/2021	03:28:32	47	37	42	38	36	35
19/04/2021	03:38:32	42	37	41	38	37	36
19/04/2021	03:48:32	47	38	44	39	37	36
19/04/2021	03:58:32	48	37	42	38	37	36
19/04/2021	04:08:32	44	38	41	39	38	37
19/04/2021	04:18:32	49	39	42	40	38	37
19/04/2021	04:28:32	45	38	41	40	38	37
19/04/2021	04:38:32	50	39	45	41	39	37
19/04/2021	04:48:32	51	40	47	42	39	38
19/04/2021	04:58:32	53	42	50	44	40	38
19/04/2021	05:08:32	57	46	54	50	44	40
19/04/2021	05:18:32	59	48	55	52	46	43
19/04/2021	05:28:32	58	48	55	51	46	43
19/04/2021	05:38:32	59	49	57	53	46	42
19/04/2021	05:48:32	59	47	53	50	45	43
19/04/2021	05:58:32	55	47	53	51	46	43
19/04/2021	06:08:32	53	45	52	48	44	42
19/04/2021	06:18:32	60	49	59	53	45	43
19/04/2021	06:28:32	57	46	52	48	45	44
19/04/2021	06:38:32	57	48	55	51	46	44
19/04/2021	06:48:32	57	46	52	48	45	44
19/04/2021	06:58:32	52	46	50	47	45	44
19/04/2021	07:08:32	52	45	48	46	45	43
19/04/2021	07:18:32	54	46	51	48	45	44
19/04/2021	07:28:32	53	46	52	49	45	44
19/04/2021	07:38:32	54	46	51	48	45	43
19/04/2021	07:48:32	68	49	61	51	45	43
19/04/2021	07:58:32	74	55	66	56	49	46

Table 6: Full Tabulation of Results



Appendix C – Noise Management Plan

Introduction

The operators of the Salford Van Hire Servicing and MOT facility acknowledge the primary responsibility to ensure that the premises do not generate excessive noise disturbance. The purpose the Noise Management Plan (NMP) is to detail the procedures the operators will adopt to ensure, as far as possible, the mitigation and prevention of disturbance to local residents by activities in and around the facility.

A balance of needs must be achieved by ensuring that operations on the site are not disrupted whilst controlling potential adverse noise impacts. The plan has been developed with Azymuth Acoustics, and Salford Van Hire.

The NMP includes the following:

- Robust policies and procedures applied to working operations.
- Training procedures for managers and other staff associated with the facility.
- A dynamic review process by operational managers.
- A complaints monitoring and logging system.

The aims of the NMP are:

- To minimise impact to local residents.
- To satisfy the requirements of Manchester City Council (MCC).
- To identify the range of potential noise sources relating to the facility and the acceptable levels of noise arising from all specified operations.
- To Identify suitable criteria for the control of noise from the facility.

Identification of the range of potential noise sources relating to the premises include:

- Idling and Moving Vehicles on the site.
- Use of Heavy Air Gun tools.
- Testing of Vehicle Warning Horns / Alarms
- Fixed and Mobile Plant within the Facility

Mitigation measures taken to manage noise pollution “at source” will consider the following:

- The facility’s location, orientation and design.
- The specification, selection, and operation of equipment.
- Managing operations on site.
- Use (closing) of Roller Shutter Doors to reduce noise breakout of service bays during noisier periods of activity.

The Facility’s Location, Orientation and Design

Based on the noise data collected at a similar facility Azymuth Acoustics are satisfied with the specification for sound attenuation of the building as per the details incorporated in the noise impact assessment. Specification, selection and operation of equipment will ensure noise and vibration from normal operation are not predicted to cause adverse impact at the nearest noise sensitive properties on Wallbrook Drive and Newcroft Drive.



Noise Management of Operations on Site

The MOT and vehicle servicing facility will operate from 07:00 to 19:00 hrs Monday – Sunday during the initial operation of the site. The NMP and Noise Impact assessment must be reviewed before any extension and/or changes to operational hours are implemented. However, it is anticipated that typical day to day operating hours could be shorter than stated whilst at the same time recognizing the need for flexibility within those hours.

Staff and visitors will be made aware of the following operations to help with noise mitigation:

- Roller Shutter Doors of the exits to the MOT and Service bays shall remain closed during servicing and testing, except when the door are in use to let vehicles in/out of the bays.
- Vehicles on site must adhere to the designated signed speed limits.
- Vehicles on site should not be left idling unless required for servicing or MOT purposes.
- Heavy Air tools and power tools must not be left switched on when not in use.
- Servicing work will not be undertaken outside of the usual working hours of 07:00 and 19:00

Staff and Managers will be aware and actively participate with maintaining the permissible noise levels on site. Visitors will be made aware of noise management procedure by speed limit signage, and signage to the effect of “No Idling Engines” in parking areas.

Complaints Procedure

All complaints relating to the noise from the MOT and servicing facility will be directed to Salford Van Hire customer services. Customer services will ask the complainant if any identifiable characteristics of the noise can be described or whether they could identify the specific noise source in question. The on-site manager on duty at the time of the complaint will be made aware, and a record of the complaint will be logged (details to include date, time / duration, location where audible, character and/or source of the noise).

The site manager will then investigate the issue and take appropriate action to locate and mitigate the source of complaint and will then monitor the outcome. The actions taken will be reported to the Salford Van Hire customer services. The customer services manager will review the report and communicate with the complainant where possible.



Appendix D – Statement of Competency

The Following members of staff have contributed to this report. All members of staff have several years of experience working on industrial noise projects and so are competent to provide the BS 4142 assessment detailed in this report.

Zachary Simcox Acoustics Engineer

- BEng (Hons) Acoustical Engineering
- Associate Member of the Institute of Acoustics

Dominic McCann Director, Acoustics Consultant

- BEng (Hons) Electroacoustics
- Member of the Institute of Acoustics

Matthew Gibson Director

- CEng CENV MEI MEIT Soc Env
- BEng (Hons) Building Services engineering
- BREEAM Assessor
- BREEAM Accredited Professional
- ATTMA/IATS Air Tightness Tester of Buildings