sharps acoustics

Land at Tilekiln Green, Stansted

Addendum note considering the effect of changes to site layout and noise screening

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1.0 Introduction

1.1 Sharps Acoustics LLP ('SAL') has been commissioned by Wren Kitchens to undertake a further assessment in relation to a proposal at a site in Tilekiln Green, Stansted. SAL has previously provided a report, dated 21 January 2021, containing its findings in relation to potential noise emission levels and consequent noise impact from the site and a second note, dated 10th November 2022, which provided an update taking account of two new premises (The Old Stables and Willow House) which had been introduced after the earlier submission (in 2022). This addendum note provides a consolidation of the latter two notes and should be read in conjunction with the January 2021 report which is attached as Appendix A.

1.2 SAL's report of January 2021 provided details of the properties near to the site. This showed that the most affected would be The Old Elm to the north-east of the site. The report discussed assessment method and criteria in detail. It concluded that the provisions of BS4142 are appropriate for the assessment of site noise impact.

1.3 BS4142 relies on an assessment of impact by comparing the 'rating level' from the site with the background sound level' at the assessment location. Our January 2021 report showed that at The Old Elm, level differences – rating level versus background sound level – range from -25 to + 2 dB (L_{Aeq1hr}).

1.4 An Uttlesford District Council, Noise Assessment Technical Guidance note, dated June 2017, states at paragraph 20.2 that for industrial and commercial developments, *"The development should be designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location"*.

1.5 The following paragraph explains 'Where this criterion cannot be achieved, the various noise control measures considered as part of the assessment should be fully explained (i.e. relocation of noise sources, use of quieter equipment, enclosures, screening, and restriction of the hours of operation) and the achievable noise level should be identified. This information will allow us to make a judgement concerning the application and its likely impact on the surrounding area.'

1.6 The delegated Officer's report (application number UTT/21/0332/FUL) notes the following:

> *"Sound reducing fencing is shown for the front entrance area of the facility at its north-eastern end with the newly aligned highway.*
>
> *Due consideration has to be had as to the impacts of this proposed large commercial operation on local residential amenity in terms of potential noise, light pollution and air quality reduction by reason of its particular use as an open air logistics facility involving a high number of lorry movements both at the site itself and on the immediate road network and also in terms of other nuisance factors such as morning start-ups of diesel engines (unless electric vehicles were all to be used - see above) and general disturbance normally associated with such operations. The submitted Noise Assessment has been reviewed by the Council's Environmental Health Officer who has stated that insufficient details have been submitted in the report to show how noise emanating from the development would be sufficiently attenuated at the site in terms of the type of boundary acoustic/palisade screening to be implemented whereby further noise modelling is required to show that the noise generated by the development by the boundary specification screening selected*

would result in a significant reduction in the BS4142 outcome to align closer with the UDC recommended BS4142 limit.

The Council's EHO advises that until the assessment information requested in relating to noise impact, air quality and lighting has been provided that UDC Environmental Health are not in a position to make a fully informed judgement regarding the environmental impacts and effects of the proposal upon residential amenity whereby such clarity is considered justified in the interests of the protection of local residents."

1.7 A barrier was considered close to the eastern edge of the site and this was discussed in our note of 13th September 2021. Although this barrier would have resulted a further reduction in noise levels at The Old Elm, it is understood that it would not have been acceptable due to its adverse visual impact.

1.8 The matter was discussed with the Council's Environmental Health noise specialist on in December 2021 and he requested that further work be carried out to consider site and screening redesign to achieve the lowest practical levels and that once this was complete, details of the updated situation could be resubmitted for re-evaluation. It is understood that rigid adherence to the desired 5dB below background requirement may not be required, if it can be demonstrated that all reasonable steps have been taken and the levels would be below the LOAEL.

1.9 Our January 2022 note provided an update to the noise assessment of 21st January 2021, incorporating the changes made to the site layout and the latest recommended noise screening. The changes were informed by iterative noise modelling of potential changes in layout and barrier options and represent an optimised design which results in lower offsite noise levels without the introduction of noise screening with the potential to create an adverse visual impact.

1.10 In November 2022, it was brought to our attention that two new receptors had been built in the intervening time. Our note of November 2022 added the two new receptors to the assessment and reported the predicted levels at these two locations.

1.11 This note provides a consolidated statement of the position in relation to all receptors in the area, based on the final iteration of the scheme design. It contains no new information but is intended to provide a summary of the final position reached which is intended to be simpler to read.

2.0 Assessment

2.1 The proposed layout is shown in Figure B1 in Appendix B; this figure shows the locations and heights of the proposed noise screening. The key difference from a noise perspective is that the area closest to eastern edge of the site (closest to the Old Elm) has been removed entirely from the design.

2.2 The 3D noise model has been re-run with the most up to date vehicle flow numbers and noise source data and the new site layout and predicted rating noise levels for five of the closest noise sensitive receptors, Brookside, Gerald Villa and The Old Elm, The Old Stables and Willow House are shown for each hour alongside background levels for those hours in Tables C1, C2, C3, C4 and C5 respectively in Appendix C. Noise contours for day and night showing predicted levels at these and other nearby

receptors are also shown in Figures D1 and D2 in Appendix D. (Note that The Old Stables and Willow House are referred to as "New B1" and "New B2" in these figures).

2.3 As can be seen, all predicted rating levels would be below the background level at all times of day and night. They are also below the desired target of 5dB below background for virtually the whole of the day and night period.

2.4 BS4142 advises that levels of 5dB above background are, *"… likely to be an indication of an adverse impact, depending on the context …"* and that 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."*

2.5 Hence, the predicted levels are virtually all below the desired target and, where they are slightly above this, they remain below a level which would be regarded as "adverse" and below the level which is described as having a "low impact".

3.0 Conclusion

3.1 With the new site layout and the proposed mitigation in place, the predicted levels would marginally above UDC's target levels for 2-3 hours of the night but below these target levels at all other times. However, noise levels at all nearby noise sensitive premises (including the two new receptors) would be below the LOAEL at all times and so there would be no observed adverse effects.

Appendix A: SAL noise assessment report from 21st January 2021

Sharps Acoustics

Land at Tilekiln Green, Stansted.

Environmental noise assessment of an open logistics facility with associated new access, parking areas and ancillary office and amenity facilities.

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21 January 2021

Contents

1.0 Introduction

1.1 Sharps Acoustics LLP (SAL) has been instructed by Wren Kitchens to undertake a noise assessment for a proposed open logistics facility on land at Tilekiln Green, Stansted.

1.2 The development description is 'to develop the site to create an open logistics facility with associated new access, parking areas and ancillary office and amenity facilities'.

1.3 An aerial view of the site is shown in Appendix A. The nearest and most affected residential properties are indicated on this view. These include existing properties to the north east (The Old Elm) and southeast (Brookside, Rivendell, Gerald Terrace and Gerald Villa) off Tilekiln Green. There are further, more distant, properties to the north of the B1256 Dunmow Road (Barnmead and Greencroft), although the two nearest properties in this direction consist of a petrol filling station and an office/training centre (Tolcher House).

1.4 The noise environment at the site, and the area generally, is characterised by road traffic noise from the M11 and its junction (J8) with the A120 immediately to the west of the site. The B1256 Dunmow Road runs along the northern boundary and Tilekiln Green runs roughly north to south along the eastern boundary. The noise environment is heavily affected by aircraft noise associated with Stansted Airport, with the end of the runway being some 1.2 km to the north east, and the site being almost directly (within a 250-metre corridor) underneath the approach and take-off paths to and from the runway.

1.5 In respect of likely noise emissions from the development site, the proposal would include areas of car parking for staff and large open storage yards, with very little built form. The proposed operation of the site involves the delivery of containerised kitchens from the factory (on large vehicles, or "road trains", carrying 2 or 3 containers each) to the site and subsequent delivery from site to customers of individual containers by smaller vehicles. The containers have legs which are lowered to the ground for drop-off, with the vehicle then lowering suspension and driving out from underneath, with the same process in reverse for subsequent pick-up. Principal noise sources, therefore, are the HGV movements around site and the physical drop-off and pick-up process.

1.6 It is proposed to form an access to the site via Tilekiln Green at its northern end. The highway will be realigned in this location and to its junction with Dunmow Road to facilitate this access. The effects of road traffic (principally HGVs) on this realigned section of road have also been assessed in this report.

1.7 This report is structured as follows:

- Section 2.0 contains a discussion of assessment methodology and criteria.
- Section 3.0 provides details of a survey that was undertaken in order to determine the noise climate at the properties in the vicinity of the application site.
- Section 4.0 details noise modelling and assessment of noise impacts from the application proposal site itself.

- Section 5.0 details noise modelling and assessment of road traffic on the realigned section of Tilekiln Green.
- Section 6.0 sets out the conclusions of this noise assessment.
- A Glossary of terms is provided at Section 7.0 of this report.

2.0 Assessment methodology and criteria

The National Planning Policy Framework (NPPF)

2.1 2.1 The NPPF, released on 24th July 2018 and updated in February 2019, indicates (Paragraph 170 e)) that

"Planning policies and decisions should contribute to and enhance the natural and local environment by… …preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability."

2.2 Paragraph 180 of the document advises that "Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life[60];

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason…"

See Explanatory Note to the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010).

2.3 The NPPF cross refers to the explanatory notes of the Noise Policy Statement for England, discussed below, but does not provide prescriptive advice on how to achieve its principal objectives reducing adverse impacts to a minimum and avoiding significant adverse impacts on health and quality of life. Therefore, it is necessary to also consider advice in other guidance documents.

The Noise Policy Statement for England (NPSE)

2.4 Paragraph 123 of the NPPF refers to the NPSE, prepared by DEFRA, dated March 2010.

2.5 Paragraph 1.5 of the NPSE states that it applies to all forms of noise including environmental noise, neighbour noise and neighbourhood noise. In this respect the document is similar to the World Health Organisation (WHO) "Guidelines for Community Noise" – discussed below.

2.6 The NPSE explains that the WHO defines health as "a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity" (NPSE paragraph 2.12).

2.7 The "Noise Policy Aims" of the NPSE (NPSE paragraphs 2.22 to 2.24) can be summarised as follows:

- avoid significant adverse impacts on health and quality of life…
- mitigate and minimise adverse impacts on health and quality of life… and
- where possible, contribute to the improvement of health and quality of life.

2.8 The NPSE makes a distinction between "quality of life", which is a subjective measure, and "health", which refers to physical and mental well-being.

2.9 Impacts that may result from noise such as "annoyance" and "sleep disturbance" are both quality of life and health effects in this sense.

2.10 The NPSE introduces the concepts of the "no observed effect level" (NOEL); the "lowest observed adverse effect level" (LOAEL) and a "significant observed adverse effect level" (SOAEL).

2.11 It is the last of these criteria – the SOAEL – that is the level above which significant adverse effects on health and quality of life occur that equates to the "first aim of the NPSE" paragraph 2.7 above) and the principal objective of the NPPF (paragraph 2.2 above).

2.12 The "second aim of the NPSE" is to mitigate and minimise adverse impacts between LOAEL and SOAEL.

2.13 The NPSE does not provide noise levels or limits above which SOAEL occurs. Indeed, the document advises that it is not possible to have a single objective noise-based measure that defines SOAEL (NPSE paragraph 2.22). Therefore, it is necessary to refer to other advisory documents in order to seek to define such levels. These are discussed below.

Planning Practice Guidance-Noise (PPG-N)

2.14 The PPG-N is an internet-based document that was last updated in July 2019.

2.15 This document reinforces the concept of NOEL, LOAEL and SOAEL and defines a person's perception at these different effect levels.

2.16 It is notable that the PPG-N describes the NOEL as "noise can be heard, but does not cause any change in behaviour or attitude", whereas at a LOAEL "noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly…" The former is described as "noticeable and not intrusive" whereas the latter is described as "noticeable and intrusive".

2.17 A "significant" effect is described as "noticeable and disruptive" resulting in "a material change in behaviour and/or attitude…"

2.18 The PPF, NPSE and PPG-N do not ascribe noise levels to any of the effects discussed, including a "significant effect". Therefore, it is necessary to consider other guidance which attributes noise levels to health effects such as annoyance during the day or sleep disturbance at night.

WHO – Guidelines for Community Noise

2.19 This document contains the most comprehensive and up to date guidance on the assessment of environmental noise.

2.20 The WHO Guidelines are particularly applicable in relation to the NPPF, NPSE and PPG-N advice since they consider impact in terms of health effects (health being defined in its widest sense discussed a paragraph 2.5 above - including annoyance during the day (defined as 0700 to 2300 hours) and sleep disturbance at night (defined as 2300 to 0700 hours).

2.21 The WHO Guidelines contain a matrix of "guideline values" for effects from noise within different environments. These guideline values are set at the lowest level that produces an adverse effect, that is, the "critical health effect". As such the values suggested in the Guidelines are thresholds below which effects such as annoyance can be assumed to be negligible. As such the WHO guideline values are equivalent to the NPSE LOAEL.

2.22 Unfortunately, the WHO Guidelines do not provide advice as to what constitutes a "significant" effect; it is necessary to consider other guidance in this respect. This is discussed, with specific reference to the nature of noise from the proposal, below.

2.23 The guideline values are set out in a table in the Executive Summary of the document. The WHO guideline values for moderate and serious annoyance are LAeq16hrs = 50 and 55 dB, respectively.

2.24 The WHO guideline values are facade levels, that is, they are applicable at the external facade of residential properties.

2.25 The 2018 publication of the WHO Environmental Noise Guidelines for the European Region supersedes the Community Noise Guidelines (CNG) from 1999. However, the document makes clear that *"all CNG indoor guideline values and any values not covered by the current guidelines (such as industrial noise and shopping areas) should remain valid."* The 2018 document addresses, individually, environmental noise from road traffic, railways, aircraft and wind turbines, and individual exposure to leisure noise. As such, the advice in the 1999 CNG remains valid for many other noise sources, and for sound levels inside.

British Standard 4142:2014+A1:2019

2.26 This fourth edition of the British Standard was published in June 2019. It is entitled "Methods for rating and assessing industrial and commercial sound".

2.27 The Scope of the standard includes:

"1.1 This British Standard describes methods for rating and assessing sound of an industrial and/or commercial nature, which includes: a) sound from industrial and manufacturing processes; b) sound from fixed installations which comprise mechanical and electrical plant and equipment; c) sound from

the loading and unloading of goods and materials at industrial and/or commercial premises; and d) sound from mobile plant and vehicles that is an intrinsic part of the overall sound emanating from premises or processes, such as that from forklift trucks, or that from train or ship movements on or around an industrial and/or commercial site."

2.28 It can be seen that this standard is appropriate in this case for the assessment of noise from site. This includes sound from the unloading and loading of goods and sound from vehicles on the premises (i.e. on the site). The standard assesses the likely impact from a proposed scheme by considering the difference between the "rating level" of the sound being assessed with the typical "background sound level" of the area.

2.29 The noise source assessed is called "the specific sound level" and is expressed in terms of the LAeqT statistical index – in effect the average sound energy level (see the Glossary at Section 6.0 below for a description of this index). During the day (defined as 0700 to 2300 hours), the LAeqT level must be normalised to 1 hour (i.e. LAeq1hr). BS 4142 terms this level the "specific sound level".

2.30 The specific sound level must then be corrected by given decibel factors for any impulsiveness, tonality, intermittency or other character that may attract attention. Some of these different character corrections are additive. BS 4142 calls the resultant, corrected level the "rating level".

2.31 The background sound level is described by the LA90 statistical index – the level exceeded for 90% (i.e. almost all of) the time (see the Glossary at Section 6.0 below for a description of this index).

2.32 Section 11 of BS 4142 is important and warrants careful consideration and analysis. The following extracts are of note:

"The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs. An effective assessment cannot be conducted without an understanding of the reason(s) for the assessment and the context in which the sound occurs/will occur. When making assessments and arriving at decisions, therefore, it is essential to place the sound in context.

Obtain an initial estimate of the impact of the specific sound by subtracting the measured background sound level from the rating level, and consider the following. a) Typically, the greater this difference, the greater the magnitude of the impact. b) A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context. c) A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context. d) 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."

2.33 It can be seen that the recent edition of BS 4142 employs assessment criteria in terms that are the same as those used within the NPPF and NPSE i.e. the degree of adverse impact (see paragraphs 2.1 and 2.6 above).

Change in Noise Levels (Traffic on Realigned Road)

2.34 Design Manual for Roads and Bridges (DMRB), LA111, Noise and Vibration, May 2020, describes the assessment process for potential noise impacts arising out of road projects (or alterations). The assessment approach is based on risk of impacts, judged according to absolute noise thresholds and changes in noise level.

2.35 DMRB sets out thresholds at which potential effects may start to become apparent, based on i) absolute thresholds, and ii) changes in noise levels.

2.36 The LOAEL and SOAEL absolute thresholds are as follows:

Day (0600 to 2400 hrs) – LOAEL = 55 dB and SOAEL = 68 dB (LA10,18hr façade levels).

Night (2300 to 0700 hrs) – LOAEL =40 dB and SOAEL = 55dB (L_{night} outside free field)

2.37 A change of 1 dB(A) during the 18 hour day or 8 hour night is considered to result in a "negligible" impact when assessing effects in the short term, and a change 3 dB(A) is considered "negligible" when assessing effects in the long term

2.38 However, the low traffic flows from this development and the complex nature of the existing noise environment at properties near the site (i.e. a mix of noise from the M11, local roads and Stansted Airport) and the limited scope of the road realignment mean that this scheme does not lend itself to a full DMRB assessment. This is in addition to the fact that the key impacts from development traffic are likely to be during night-time periods (with a peak hour at around 05:00), whereas DMRB focusses on impacts only over the whole day or whole night periods.

2.39 The "change" in noise level resulting from the altered highway and additional traffic (including the influence of HGV content), has been assessed using the more robust short-term impact table from DMRB (Table 1 below). This exercise has been undertaken for the day (0600 to 2400 hours), the L_{NIGHT} (i.e. 23:00 to 07:00 hours) and a peak hour at night (i.e. the hour where the development site is expected to generate the most traffic movements).

Table 1 – Response to changes in road traffic noise levels (DMRB)

Change in noise level LNIGHT dB	Magnitude of Impact
Less than 1	Negligible
1.0 – 2.9	Minor
3.0 – 4.9	Moderate
5.0 dB or greater	Major

2.40 For completeness, an assessment against the provision of the Noise Insulation Regulations (1975, as amended 1988) has also been included.

Summary of assessment criteria to be employed

2.41 For site noise, generally, using the provisions of BS 4142 aligned with Government policy in NPSE, NPPF and PPG-N, the overall aim should be to "avoid" situations where the rating level is around 10 dB higher than the typical background sound levels and "mitigate and minimise" situations where the rating level is around 5 dB above the background sound level, subject to other contextual analysis.

2.42 Specifically, for traffic noise associated with the realigned Tile Kiln Green, an assessment of the change in noise level brought about by the realignment of the highway, and additional development traffic using it, has been undertaken, and the change in noise level assessed using guidance from DMRB and the provisions of the Noise Insulation Regulations (1975, as amended 1988).

3.0 Existing noise climate

3.1 A noise survey was undertaken from 17 to 23 October 2019. The measurement positions were selected to be representative of the noise climate at residential receptor locations at The Old Elm, Brookside and Gerald Villa. Appendix A provides all details of the surveys with the location of the survey positions.

3.2 Measurements were made in terms of the following statistical indices:

- LAeqT – the average noise energy level.
- LAMAX – the maximum level recorded within the given measurement sample.
- LA10 – the level exceeded for 10% (not much of) the time.
- LA90 – the level exceeded for 90% (almost all of) the time – used to denote the "background sound level".

3.3 The Glossary of terms, at Section 7.0 of this report, provides a more detailed description of these indices.

3.4 A summary of the ambient and background survey data is shown in Table 2 below.

Table 2 – Summary of noise survey results

Location	Period	LAeqT (dB)[ii]	LA90 dB[iii]	LAMAX, dB[iv]
The Old Elm	Day time (0700 – 2300)	64	58	--
	Night-time (2300 – 0700)	60	47	85
	Development Peak (0600 – 0700)	67	57	87
Brookside	Day time (0700 – 2300)	65	54	--
	Night-time (2300 – 0700)	62	46	87
	Development Peak (0600 – 0700)	69	53	87
Gerald Villa	Day time (0700 – 2300)	65	51	--
	Night-time (2300 – 0700)	62	45	86
	Development Peak (0600 – 0700)	69	53	87

i All measurements displayed in the summary have been derived from the entire survey period (i.e. include data from each complete period of the survey, from the beginning of the night of Thursday 17 October to the end of the day on Tuesday 22 October).

ii T = 16 hours for daytime, 8 hours for night-time and 1 hour for Development Peak hour.

iii Typical LA90 background sound levels have been derived in each hour for the purposes of a BS4142:2014 initial analysis.

iv The LAMAX levels shown are the 90th percentile values (i.e. peak sound levels were higher than this in 10% of the sample periods). This is a typically applied "design" level.

3.5 The noise climate is relatively high, dictated and controlled by a mixture of constant noise from the M11 and other nearby major roads, and heavily affected by aircraft using Stansted airport, which are typically at less than some 500 metres altitude on final approach to, or departure from, the runway located just over 1km to the north east. The assessment is undertaken, as must be the case, in the context of this existing noise environment.

4.0 Noise modelling and assessment – site activity noise

4.1 The assumptions made in calculating the noise levels from the proposal have been derived based on the site layout, including the following activities:

- HGV and other vehicle movements on the access roads.
- HGV manoeuvring, loading and unloading in the open yards.
- Vehicular activity (not HGVs) in the car park area.

4.2 Maximum activity levels have been derived from traffic data obtained at other sites and provided to SAL by the transport consultants. Acoustic screening, as marked on the proposal drawings (in particular around the car park area and in the vicinity of the site entrance) has been included in the modelling. The location of noise sources can be seen on the SoundPLAN models contained in Appendix B and C.

4.3 The predicted noise levels at the houses identified as the nearest receptors are shown in the SoundPLAN computer noise modelling at Appendix B. Key locations for assessment are "The Old Elm", Brookside (the exposed rear façade being labelled Brookside A) and Gerald Villa (labelled Building A).

4.4 The models are displayed graphically as an LAeq16hour (day) level and an LAeq8hour (night) level. Daytime levels are calculated at ground floor height with night-time levels calculated at first floor height. A table of results at Appendix B shows the hourly figures. These can be taken, for BS4142 purposes, to be equivalent to the 1-hour period level during the day, or 15 minutes at night.

4.5 It is not considered that the use would generate significant tonal or impulsive noise, but the character of the noise from, for example, loading/unloading activity in this environment may be just noticeable, so a 3 dB penalty has been added to the above figures, to give the "rating level" in each hour. These rating levels have then been compared to the minim and maximum surveyed background sound levels. This

assessment has been undertaken in every hour to reflect the variability of the noise source (dictated by delivery vehicle movements in and out of site outside of what might be considered to be conventional working hours).

4.6 A table in Appendix B shows the BS4142 rating level comparison in each hour at each receptor. The range of results for each receptor location is shown Table 3 below.

Table 3 – Rating levels comparison with typical background sound levels

Receptor	Level Difference – min to max (dB)	BS 4142 Impact Definition
The Old Elm	-25 dB to 0 dB	Low
Brookside	-19 dB to -2 dB	None
Gerald Villa	-20 dB to +2 dB	None

4.7 The rating noise level during the day would be, therefore, no more than 2 dB above the minimum measured background sound level at any time at any receptor location. In most cases the rating level would be very significantly below the background sound level (by up to 25 dB).

4.8 Therefore, the proposal, according to the initial estimate from a BS4142 assessment, would not result in any adverse impact at these receptors (the rating level being well below the background sound level at most times).

4.9 In context, the predicted sound levels are also well below (i.e. within) the WHO guidelines values in all respects, these being the threshold values below which effects such as annoyance and sleep disturbance can be assumed to be negligible.

4.10 It is concluded, therefore, that the development will bring about no adverse noise impacts at nearby properties. This conclusion is drawn using a robust set of assumptions in relation to site activity levels and including all noise sources.

Subjective Analysis

4.11 The PPG-Noise criteria which illustrate a significant impact (SOAEL) are as follows:

"The noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting back to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area."

4.12 In our judgment it is inconceivable that noise from the development would be such as to necessitate a material change in behaviour, for example nearby residents having to keep windows closed for "most of the time" with no alternative means of ventilation or lead to a diminishing quality of life.

4.13 The PPG-Noise criteria which illustrate a low impact (LOAEL) are as follows:

"Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life."

4.14 Again, it is not considered that noise from the proposal will bring about changes in behaviour or attitude or a perceived change in the quality of life in the context of the existing noise environment or the absolute levels generated by the proposal.

4.15 The PPG-Noise criteria which illustrate no impact (NOAEL) are as follows:

"Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life."

4.16 This more closely illustrates what we judge would be the aggregate impact of noise from the development on residents. As such, the conclusions of our subjective assessment align with the conclusions of our objective assessment in that there would be no adverse impact from noise from the development on nearby residents.

5.0 Road traffic noise

Design Manual for Roads and Bridges Assessment

5.1 Noise modelling of road traffic on Tilekiln Green, in isolation of all other noise sources, has been undertaken on the following basis:

The existing highway carrying existing traffic levels.

The future highway carrying existing traffic + development traffic.

5.2 Noise models have been run for these scenarios for the daytime (LAeq16hour), night-time (LAeq,8hour) and a peak hour at night (i.e. the hour in which the development is expected to generate most traffic movements at night), LAeq1hour.

5.3 Assessment of changes in road traffic have been undertaken at The Old Elm and Brookside, those being the receptors exposed to the alterations in the alignment of the highway and changes in traffic flow. The receptors further along Tilekiln Green will not be exposed to any changes in traffic flows as all traffic from the site will exit via Dunmow Road, and the alteration of the highway will not bring about any effects at these receptors.

5.4 The road traffic noise models are presented in Appendix C, with the results summarised in Tables 4 to 6 below.

Table 4. Changes in Road Traffic Noise (DMRB) – Daytime

Receptor	Existing LAeq16hour	Future LAeq16hour	Change	DMRB Impact Definition
The Old Elm	63.8 dB	59.5 dB	-4.3 dB	Moderate Benefit

Brookside	60.5 dB	60.7 dB	+0.2 dB	No change

Table 5. Changes in Road Traffic Noise (DMRB) – Night-time

Receptor	Existing LAeq8hour	Future LAeq8hour	Change	DMRB Impact Definition
The Old Elm	55.5 dB	56.5 dB	+1.0 dB	Minor Adverse
Brookside	52.4 dB	53.1 dB	+0.7 dB	Negligible

Table 6. Changes in Road Traffic Noise (DMRB) – Night-time Peak Hour

Receptor	Existing LAeq1hour	Future LAeq1hour	Change	DMRB Impact Definition
The Old Elm	61.6 dB	61.0 dB	-0.6 dB	Negligible Benefit
Brookside	58.4 dB	59.0 dB	+0.6 dB	Negligible

5.5 In all cases, therefore, the impact will be no more than minor. A moderate benefit is brought about at The Old Elm during the daytime, principally from the moving of the highway away from The Old Elm and the limited additional traffic being added to the network during the day.

Noise Insulation Regulations

Provisions of the Noise Insulation Regulations

5.6 The Noise Insulation Regulations 1975 (as amended 1988) set out the requirements under which buildings may qualify for both statutory and discretionary noise insulation. Additional guidance is given in Department of the Environment Circular 114/75.

5.7 The Regulations include the following definitions:

- "*Relevant Noise Leve*l" – The noise level expressed in dB as LA1018Hr one metre in front of the most exposed of any windows and doors in a facade of a building caused or expected to be caused by traffic using or expected to use any highway.

- "*Prevailing Noise Level*" – The noise level expressed in dB as LA1018Hr one metre in front of the most exposed of any windows and doors in a facade of a building caused by traffic using any highway immediately before works for the construction of a highway or additional carriageway, or for the alteration of a highway, as the case may be, were begun.

- "*Relevant Date*" – The date on which a highway or additional carriageway was first opened to public traffic, or in the case of an altered highway, the date on which it was first open to public traffic after the completion of the alteration.

5.8 The Regulations also detail the criteria for qualifying windows and doors, which must be part of an eligible room.

5.9 The provisions of the Regulations are summarised in the paragraphs below.

Statutory Traffic Noise Insulation

5.10 Regulation 3 imposes a duty on the highway authority to offer insulation or provide grants in respect of a new road, or a road for which a new carriageway has been constructed, if the following four requirements are fulfilled:

- • The *Relevant Noise Level* must be at least 68 dB LA1018Hr
- The *Relevant Noise Level* must be at least 1dBA more than the *Prevailing Noise Level*.
- New roads must contribute at least 1dBA to the *Relevant Noise Level*.
- The property must be within 300m of a carriageway forming part of the scheme.

Eligibility with Regard to the Noise Insulation Regulations

5.11 Some residential buildings are not eligible under the Regulations. To be considered as eligible, buildings must not be subject to compulsory purchase, closing, demolition or clearance orders, and houses must not be first occupied after the *relevant date*.

5.12 The Noise Insulation Regulations apply only to habitable rooms, and so exclude bathrooms, toilets, hallways, utility areas, and smaller kitchens that do not include living or dining areas.

5.13 Rooms containing open-flued combustion appliances, gas cookers etc. cannot be insulated without the presence of an uninsulated openable window in the room.

5.14 Where the structure of the building is such that it cannot practicably be insulated, there are no duties to provide noise insulation.

Calculation of Road Traffic Noise, 1988

5.15 This document ("CRTN") contains the recognised methodology for calculating road traffic noise from the purposes of the Regulations. The SoundPLAN noise modelling employed in this assessment follows the calculation protocols set out in CRTN. The calculated levels in the SoundPLAN models (LAeq,16Hr) are converted to LA10,18Hr for the purposes on the Noise Insulation Regulations assessment by the addition of 2dB.

Results of Assessment

5.16 The calculated sound levels at the two most exposed receptors (The Old Elm and Brookside) are shown in Table 7.

Table 7 – Calculated road traffic noise levels

Location	Without development LA1018Hr	With Development LA1018Hr
The Old Elm	65.8 dB	61.5 dB
Brookside	60.5 dB	60.7 dB

5.17 Table 8 below shows the assessment against the Noise Insulation Regulations triggers, all 4 of which must be reached before a noise insulation offer must be made.

Table 8 – Assessment of Noise Insulation Regulations triggers

Location	Relevant Noise Level at least 68 dB LA10,18hr?	Relevant Noise Level 1dB more than Prevailing Noise Level?	New Roads Contribute at least 1 dB to the Relevant Noise Level?	Within 300 m of a carriageway forming part of the scheme?	Eligible for Noise Insulation?
The Old Elm	No	No	Yes	Yes	No
Brookside	No	No	Yes	Yes	No

5.18 No properties are shown to qualify for noise insulation as a result of the works associated with the realignment of the highway. Any increase in noise will be negligible and would not trigger the Noise Insulation Regulations requirements.

6.0 Conclusions

6.1 Worst case noise levels from site activity, car parking and access road traffic have been assessed at the residential properties closest to the development site, and conclusions drawn at the receptor locations which indicate a low to no impact at any location.

6.2 In relation to road traffic, there would be minor effects, or a moderate benefit, from the realignment of the highway, and taking into account additional development traffic, particularly in night-time hours. The requirements of the Noise Insulation Regulations applicable to road traffic noise from new or altered highways would not be triggered at any receptor location.

6.3 The development would comply therefore, in all respects, with the aims of the NPPF in the avoidance, mitigation and reduction of significant adverse impacts whilst recognising that development will often create some noise. Assessed impacts would be equivalent, in SAL's subjective judgment, to the *"no observed adverse effect level"* (NOAEL).

7.0 Glossary of terms

Ambient noise: The all-encompassing sound associated with a given environment at a specified time, being usually a composite of sound from many sources, near or far.

A weighting: A frequency response provided in a sound level meter which reflects the sensitivity of human hearing to different frequencies.

A-weighted sound level: The sound level (otherwise known as sound pressure level) obtained by use of A-weighting. Decibel unit is dB. Often, the unit symbol is followed by the letter A in round brackets, i.e. dB(A).

Background noise level (bnl): The total level of noise from all other sources other than the particular source of interest. The index symbol is L90. In BS 4142 the bnl is described as "The a-weighted sound pressure level of the residual noise at the assessment position that is exceeded for 90% of a given time interval, T, measured using time weighting, F, and quoted to the nearest whole number of decibels".
This index is denoted LA90.

Decibel: A unit of level which denotes the ratio between two quantities that are proportionate to power; the number of decibels is 10 times the logarithm of this ratio. One decibel is one tenth of a Bel. Unit symbol for decibel: dB.

Equivalent continuous sound level: The level of a steady sound which, in a stated time period, has the same sound energy as the time-varying sound. The index symbol is LeqT. When A-weighted the symbol becomes LAeqT with the unit symbol being dB (Note: Alternatively LeqT dB(A)).

Facade noise level: The sound level at a facade (usually taken to be 1 metre from the facade (see for example BS 4142). A facade level is taken to be 3 dB higher than the level in the absence of the facade (i.e. the equivalent free-field level) although "Calculation of Road Traffic Noise" assumes a 2.5 dB difference.

Free-field: A sound field in a homogeneous isotropic medium whose boundaries exert a negligible influence on the sound waves. In practice, a field in which the effects of the boundaries are negligible over the frequencies of interest. Often taken to be > 3.5 metres from a building facade (ref: BS 4142).

Frequency: Of a function periodic in time, the number of times the quantity repeats itself in one second. The unit of frequency is the hertz (Hz) with 1 hertz = 1 cycle per second.

Frequency weighted sound level: The root-mean-square of the instantaneous sound (pressure) level, time weighted (slow, fast, impulse or peak) and frequency-weighted with a standard frequency characteristic (the most often used being "A-weighting").

Maximum A-weighted sound level: The greatest A-weighted sound level measured on a sound level meter during a designated time interval or event. The time averaging is usually "fast" but can sometimes be "slow" (e.g. PPG 24 and measurement of aircraft noise).

Noise: Any undesired or unwanted sound.

Octave band sound level: The sound (pressure) level within an octave frequency band. Octave band centre frequencies include: 31.5 Hz, 63 Hz, 1125 Hz, 250 Hz, 500 Hz, 1000 Hz (otherwise shown as 1 KHz), etc.

Appendix A: Noise Survey Details


M11
A120
B1256
Measurement Location - The Old Elm
SITE
Measurement Location - Brookside
Measurement Location - Gerald Villa

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/17 23:00:02.00)	61.3	82.7	52.2	46.5
(2019/10/17 23:15:02.00)	70.2	92.3	52.4	46.5
(2019/10/17 23:30:02.00)	48.7	62.5	50.3	45.4
(2019/10/17 23:45:02.00)	60.7	81.9	50.8	46.0
(2019/10/18 00:00:02.00)	65.3	88.9	52.1	46.8
(2019/10/18 00:15:01.00)	50.6	64.6	51.0	46.3
(2019/10/18 00:30:01.00)	48.1	53.9	50.0	44.9
(2019/10/18 00:45:02.00)	67.9	86.9	54.4	44.1
(2019/10/18 01:00:02.00)	57.9	83.1	49.4	43.5
(2019/10/18 01:15:02.00)	45.4	51.5	47.6	41.9
(2019/10/18 01:30:02.00)	45.7	52.0	47.9	40.5
(2019/10/18 01:45:02.00)	44.8	51.0	47.2	40.7
(2019/10/18 02:00:02.00)	44.9	50.3	47.1	41.6
(2019/10/18 02:15:02.00)	43.4	55.7	45.3	40.6
(2019/10/18 02:30:01.00)	45.8	49.9	47.7	43.2
(2019/10/18 02:45:01.00)	46.6	50.7	48.8	43.0
(2019/10/18 03:00:02.00)	50.7	56.7	52.6	48.7
(2019/10/18 03:15:01.00)	47.6	54.9	50.9	41.6
(2019/10/18 03:30:01.00)	44.2	49.5	46.6	39.3
(2019/10/18 03:45:02.00)	45.6	51.2	48.4	40.5
(2019/10/18 04:00:02.00)	48.8	53.9	51.0	44.9
(2019/10/18 04:15:02.00)	50.7	69.0	50.4	46.4
(2019/10/18 04:30:02.00)	50.4	55.3	52.3	47.7
(2019/10/18 04:45:02.00)	50.2	53.6	51.7	48.5
(2019/10/18 05:00:02.00)	59.4	79.0	53.6	49.6
(2019/10/18 05:15:02.00)	56.6	71.5	55.9	51.9
(2019/10/18 05:30:02.00)	52.8	58.7	54.4	50.8
(2019/10/18 05:45:02.00)	50.6	54.0	52.1	49.1
(2019/10/18 06:00:02.00)	70.4	86.8	69.7	50.3
(2019/10/18 06:15:02.00)	70.6	85.8	74.0	52.6
(2019/10/18 06:30:02.00)	71.8	84.4	76.7	52.8
(2019/10/18 06:45:01.00)	70.5	84.6	74.8	53.5
(2019/10/18 07:00:02.00)	68.1	82.9	70.1	55.0
(2019/10/18 07:15:02.00)	68.1	84.0	66.8	56.1
(2019/10/18 07:30:02.00)	69.0	83.3	71.8	56.2
(2019/10/18 07:45:02.00)	69.2	83.7	72.6	55.5
(2019/10/18 08:00:02.00)	70.4	83.1	75.5	55.6
(2019/10/18 08:15:02.00)	69.4	82.7	73.3	55.8
(2019/10/18 08:30:02.00)	70.1	83.5	74.0	55.7
(2019/10/18 08:45:02.00)	69.7	85.9	73.7	56.2

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/17 23:00:01.00)	61.5	85.1	51.5	46.2
(2019/10/17 23:15:01.00)	69.4	93.6	55.7	46.0
(2019/10/17 23:30:02.00)	48.9	60.3	50.5	45.6
(2019/10/17 23:45:01.00)	61.6	82.3	52.9	45.6
(2019/10/18 00:00:02.00)	64.0	88.4	53.5	46.2
(2019/10/18 00:15:01.00)	51.1	68.2	51.3	45.6
(2019/10/18 00:30:01.00)	48.4	59.6	50.5	44.4
(2019/10/18 00:45:01.00)	67.7	89.2	62.7	44.2
(2019/10/18 01:00:01.00)	46.6	60.1	48.3	43.3
(2019/10/18 01:15:01.00)	45.3	55.1	47.2	42.2
(2019/10/18 01:30:01.00)	45.5	60.4	47.3	41.0
(2019/10/18 01:45:01.00)	45.4	58.9	47.2	41.7
(2019/10/18 02:00:01.00)	45.5	58.8	47.1	42.0
(2019/10/18 02:15:02.00)	44.5	61.7	45.9	41.4
(2019/10/18 02:30:01.00)	46.4	63.2	47.6	43.2
(2019/10/18 02:45:01.00)	48.2	59.5	50.8	43.2
(2019/10/18 03:00:01.00)	51.5	59.8	53.4	49.4
(2019/10/18 03:15:01.00)	47.8	59.8	51.1	41.7
(2019/10/18 03:30:01.00)	46.1	59.6	47.8	40.4
(2019/10/18 03:45:01.00)	47.0	59.8	48.9	42.0
(2019/10/18 04:00:01.00)	50.1	60.5	51.9	45.4
(2019/10/18 04:15:01.00)	50.7	69.1	51.2	46.4
(2019/10/18 04:30:02.00)	50.7	61.6	52.5	47.8
(2019/10/18 04:45:02.00)	50.5	61.1	51.8	48.4
(2019/10/18 05:00:02.00)	59.4	79.6	53.9	49.3
(2019/10/18 05:15:02.00)	56.5	78.5	55.6	51.2
(2019/10/18 05:30:02.00)	53.1	67.7	53.9	50.8
(2019/10/18 05:45:01.00)	52.2	64.4	53.6	49.8
(2019/10/18 06:00:01.00)	70.2	88.2	71.8	50.8
(2019/10/18 06:15:02.00)	69.4	86.1	72.7	52.2
(2019/10/18 06:30:02.00)	71.2	84.9	76.2	52.5
(2019/10/18 06:45:02.00)	70.0	87.1	74.3	53.6
(2019/10/18 07:00:01.00)	67.9	86.1	70.9	54.8
(2019/10/18 07:15:02.00)	67.3	83.9	68.7	56.2
(2019/10/18 07:30:02.00)	68.5	84.2	72.1	56.8
(2019/10/18 07:45:01.00)	68.5	84.7	72.0	56.5
(2019/10/18 08:00:01.00)	70.1	85.6	75.4	57.2
(2019/10/18 08:15:02.00)	68.4	86.0	71.7	56.8
(2019/10/18 08:30:02.00)	69.4	83.9	74.6	57.1
(2019/10/18 08:45:02.00)	69.1	86.9	73.2	57.4

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/17 23:00:01.00)	59.8	80.6	58.9	51.3
(2019/10/17 23:15:01.00)	67.0	89.2	59.7	51.0
(2019/10/17 23:30:02.00)	54.5	64.8	57.3	50.4
(2019/10/17 23:45:01.00)	61.2	81.6	58.7	50.9
(2019/10/18 00:00:02.00)	63.1	86.8	58.5	51.9
(2019/10/18 00:15:01.00)	54.8	65.5	57.2	51.2
(2019/10/18 00:30:01.00)	54.0	67.6	56.4	49.5
(2019/10/18 00:45:01.00)	65.2	84.7	64.3	49.0
(2019/10/18 01:00:01.00)	52.7	63.3	55.1	48.5
(2019/10/18 01:15:01.00)	51.4	63.0	54.0	47.0
(2019/10/18 01:30:01.00)	51.3	63.0	54.0	45.0
(2019/10/18 01:45:01.00)	50.9	62.1	53.3	46.4
(2019/10/18 02:00:01.00)	51.2	62.8	53.7	46.9
(2019/10/18 02:15:01.00)	51.0	66.6	53.4	46.2
(2019/10/18 02:30:01.00)	52.5	63.6	54.6	48.8
(2019/10/18 02:45:01.00)	54.2	78.0	54.0	48.4
(2019/10/18 03:00:01.00)	53.5	64.0	55.6	50.3
(2019/10/18 03:15:01.00)	52.7	69.8	54.6	46.5
(2019/10/18 03:30:01.00)	53.3	70.4	55.4	45.3
(2019/10/18 03:45:01.00)	52.0	63.8	54.5	46.0
(2019/10/18 04:00:01.00)	53.8	66.3	56.1	49.1
(2019/10/18 04:15:01.00)	55.4	68.1	58.0	51.5
(2019/10/18 04:30:01.00)	56.1	68.4	58.1	52.5
(2019/10/18 04:45:01.00)	57.3	68.4	59.1	54.3
(2019/10/18 05:00:01.00)	60.3	76.4	60.7	55.1
(2019/10/18 05:15:01.00)	60.0	69.7	62.0	57.1
(2019/10/18 05:30:01.00)	59.7	67.1	61.3	57.6
(2019/10/18 05:45:01.00)	59.3	68.6	61.4	56.8
(2019/10/18 06:00:02.00)	68.7	88.0	71.4	57.7
(2019/10/18 06:15:01.00)	68.3	86.3	71.2	58.8
(2019/10/18 06:30:01.00)	69.5	83.8	74.3	59.5
(2019/10/18 06:45:02.00)	68.2	84.0	71.8	59.7
(2019/10/18 07:00:01.00)	66.5	82.5	68.5	59.7
(2019/10/18 07:15:01.00)	67.0	83.1	68.3	60.7
(2019/10/18 07:30:01.00)	67.8	83.3	70.4	60.9
(2019/10/18 07:45:01.00)	68.1	84.5	71.9	60.8
(2019/10/18 08:00:01.00)	69.0	84.6	73.1	61.0
(2019/10/18 08:15:01.00)	67.6	82.8	70.4	60.7
(2019/10/18 08:30:01.00)	69.0	85.0	72.9	60.8
(2019/10/18 08:45:01.00)	68.1	84.6	71.2	61.8

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/18 09:00:02.00)	67.5	82.3	67.4	55.8
(2019/10/18 09:15:02.00)	68.5	82.7	70.8	56.4
(2019/10/18 09:30:02.00)	66.1	82.5	65.1	55.0
(2019/10/18 09:45:02.00)	64.1	81.5	59.8	54.6
(2019/10/18 10:00:02.00)	67.6	85.1	66.4	54.0
(2019/10/18 10:15:02.00)	60.7	79.3	57.9	54.1
(2019/10/18 10:30:02.00)	62.8	82.9	58.2	53.8
(2019/10/18 10:45:02.00)	58.5	75.6	58.2	54.3
(2019/10/18 11:00:02.00)	64.3	82.9	59.2	54.6
(2019/10/18 11:15:02.00)	61.5	80.7	57.9	54.4
(2019/10/18 11:30:02.00)	66.1	83.1	63.9	54.8
(2019/10/18 11:45:02.00)	67.8	83.4	66.3	54.7
(2019/10/18 12:00:02.00)	66.6	82.3	66.2	54.3
(2019/10/18 12:15:02.00)	64.6	81.6	60.9	55.0
(2019/10/18 12:30:02.00)	65.2	82.4	62.9	54.9
(2019/10/18 12:45:02.00)	66.6	84.4	63.8	54.9
(2019/10/18 13:00:02.00)	63.5	80.1	59.7	54.4
(2019/10/18 13:15:02.00)	66.6	81.8	68.4	55.8
(2019/10/18 13:30:02.00)	62.7	78.3	59.0	54.9
(2019/10/18 13:45:02.00)	67.9	83.0	72.3	55.7
(2019/10/18 14:00:02.00)	64.3	81.6	62.1	55.3
(2019/10/18 14:15:02.00)	66.7	83.9	62.6	55.6
(2019/10/18 14:30:02.00)	68.1	84.0	71.0	55.6
(2019/10/18 14:45:02.00)	67.4	80.9	71.5	55.5
(2019/10/18 15:00:02.00)	65.8	80.4	67.5	54.8
(2019/10/18 15:15:02.00)	67.2	83.7	66.8	55.4
(2019/10/18 15:30:02.00)	66.6	82.0	68.2	56.4
(2019/10/18 15:45:02.00)	64.8	83.7	60.3	55.6
(2019/10/18 16:00:02.00)	65.6	82.5	60.4	55.5
(2019/10/18 16:15:02.00)	69.4	86.7	72.0	55.1
(2019/10/18 16:30:02.00)	60.8	78.1	59.1	55.8
(2019/10/18 16:45:02.00)	67.5	81.4	71.8	56.2
(2019/10/18 17:00:02.00)	69.0	83.4	72.3	55.4
(2019/10/18 17:15:02.00)	64.4	82.4	59.1	55.4
(2019/10/18 17:30:02.00)	68.1	82.4	72.7	55.9
(2019/10/18 17:45:02.00)	64.0	82.8	60.6	55.4
(2019/10/18 18:00:02.00)	66.5	81.6	67.2	55.3
(2019/10/18 18:15:02.00)	64.0	79.6	61.7	54.7
(2019/10/18 18:30:02.00)	66.0	82.7	67.4	54.7
(2019/10/18 18:45:02.00)	66.2	81.2	68.4	54.3

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/18 09:00:02.00)	67.2	84.7	67.2	56.6
(2019/10/18 09:15:02.00)	67.9	84.2	70.4	57.0
(2019/10/18 09:30:02.00)	65.4	83.2	65.9	55.8
(2019/10/18 09:45:02.00)	65.7	83.8	62.4	55.7
(2019/10/18 10:00:02.00)	66.0	84.8	63.5	55.0
(2019/10/18 10:15:02.00)	60.8	80.1	59.6	55.1
(2019/10/18 10:30:02.00)	62.8	84.1	59.2	54.8
(2019/10/18 10:45:02.00)	58.5	79.0	58.7	54.8
(2019/10/18 11:00:02.00)	63.3	83.8	60.0	55.2
(2019/10/18 11:15:01.00)	61.7	82.5	59.4	55.8
(2019/10/18 11:30:02.00)	66.1	84.6	64.4	56.6
(2019/10/18 11:45:02.00)	67.4	84.4	67.8	55.7
(2019/10/18 12:00:02.00)	65.5	84.4	64.4	56.1
(2019/10/18 12:15:02.00)	64.7	83.2	62.7	56.4
(2019/10/18 12:30:01.00)	66.8	88.0	66.6	56.0
(2019/10/18 12:45:02.00)	64.0	83.1	61.8	56.2
(2019/10/18 13:00:02.00)	63.7	83.0	61.4	56.0
(2019/10/18 13:15:02.00)	66.6	83.9	68.4	57.5
(2019/10/18 13:30:02.00)	63.5	84.0	60.6	56.7
(2019/10/18 13:45:02.00)	68.4	86.6	73.3	56.4
(2019/10/18 14:00:02.00)	63.3	83.4	62.7	57.2
(2019/10/18 14:15:02.00)	68.6	85.9	67.9	58.0
(2019/10/18 14:30:02.00)	66.6	86.2	68.3	57.2
(2019/10/18 14:45:02.00)	68.3	84.8	72.8	56.7
(2019/10/18 15:00:02.00)	65.1	83.4	65.4	56.0
(2019/10/18 15:15:02.00)	67.1	84.7	67.7	56.7
(2019/10/18 15:30:02.00)	67.6	84.7	70.4	58.2
(2019/10/18 15:45:02.00)	63.2	83.0	60.6	56.3
(2019/10/18 16:00:02.00)	68.3	89.7	64.5	56.7
(2019/10/18 16:15:02.00)	67.3	83.9	70.2	56.3
(2019/10/18 16:30:02.00)	61.3	81.1	61.0	57.2
(2019/10/18 16:45:02.00)	67.4	83.9	71.2	57.7
(2019/10/18 17:00:02.00)	68.9	85.1	73.0	56.9
(2019/10/18 17:15:02.00)	63.9	84.1	61.2	56.7
(2019/10/18 17:30:02.00)	68.3	83.9	72.8	56.9
(2019/10/18 17:45:02.00)	64.5	84.6	62.9	56.9
(2019/10/18 18:00:02.00)	66.8	85.4	67.7	56.1
(2019/10/18 18:15:02.00)	64.2	83.6	63.1	55.3
(2019/10/18 18:30:02.00)	66.0	84.5	68.3	55.6
(2019/10/18 18:45:02.00)	67.3	83.3	71.0	55.6

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/18 09:00:01.00)	66.5	80.4	68.2	60.5
(2019/10/18 09:15:01.00)	67.8	88.6	69.9	60.7
(2019/10/18 09:30:01.00)	65.6	80.6	67.2	59.9
(2019/10/18 09:45:01.00)	65.8	83.0	66.1	59.5
(2019/10/18 10:00:01.00)	65.1	81.3	65.8	59.5
(2019/10/18 10:15:01.00)	62.7	78.2	64.2	59.6
(2019/10/18 10:30:01.00)	63.0	80.2	64.3	58.6
(2019/10/18 10:45:01.00)	61.7	78.1	63.0	58.3
(2019/10/18 11:00:01.00)	63.9	82.6	63.8	59.3
(2019/10/18 11:15:01.00)	63.3	82.7	64.0	59.5
(2019/10/18 11:30:01.00)	66.2	83.6	66.2	60.1
(2019/10/18 11:45:01.00)	66.8	84.8	68.0	59.7
(2019/10/18 12:00:01.00)	65.7	84.8	66.1	59.9
(2019/10/18 12:15:01.00)	65.4	83.7	66.1	60.5
(2019/10/18 12:30:01.00)	66.4	84.3	67.5	60.1
(2019/10/18 12:45:01.00)	64.3	81.0	65.5	60.1
(2019/10/18 13:00:01.00)	64.2	81.1	65.3	59.7
(2019/10/18 13:15:01.00)	67.6	90.6	68.5	61.1
(2019/10/18 13:30:01.00)	64.8	83.8	64.7	60.1
(2019/10/18 13:45:01.00)	67.5	83.3	71.0	60.0
(2019/10/18 14:00:01.00)	63.9	80.5	65.7	60.4
(2019/10/18 14:15:01.00)	68.3	87.2	69.2	61.9
(2019/10/18 14:30:01.00)	66.6	85.1	68.5	60.9
(2019/10/18 14:45:02.00)	68.0	84.8	71.2	60.4
(2019/10/18 15:00:01.00)	65.8	85.2	67.2	60.0
(2019/10/18 15:15:01.00)	67.5	83.6	68.0	60.8
(2019/10/18 15:30:01.00)	67.4	83.7	69.6	61.9
(2019/10/18 15:45:01.00)	63.7	81.7	64.8	60.3
(2019/10/18 16:00:02.00)	66.9	85.5	67.3	60.7
(2019/10/18 16:15:02.00)	66.8	83.8	68.1	60.5
(2019/10/18 16:30:01.00)	64.3	80.8	65.1	61.0
(2019/10/18 16:45:02.00)	67.4	83.0	70.5	61.6
(2019/10/18 17:00:01.00)	67.9	85.1	71.2	60.8
(2019/10/18 17:15:01.00)	64.9	81.4	65.3	60.6
(2019/10/18 17:30:01.00)	68.1	84.0	71.6	61.0
(2019/10/18 17:45:01.00)	64.8	79.6	65.9	60.6
(2019/10/18 18:00:02.00)	66.8	84.4	68.5	60.2
(2019/10/18 18:15:01.00)	64.5	81.4	65.6	60.0
(2019/10/18 18:30:01.00)	66.1	81.7	68.2	59.9
(2019/10/18 18:45:01.00)	66.8	87.5	69.4	59.7

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/18 19:00:02.00)	64.5	79.7	66.1	54.3
(2019/10/18 19:15:02.00)	60.9	79.6	57.4	53.6
(2019/10/18 19:30:02.00)	65.7	79.1	69.1	53.8
(2019/10/18 19:45:02.00)	65.3	80.4	66.8	53.7
(2019/10/18 20:00:02.00)	64.4	80.7	60.8	53.6
(2019/10/18 20:15:02.00)	63.9	80.7	59.7	53.3
(2019/10/18 20:30:02.00)	61.0	77.8	60.5	53.2
(2019/10/18 20:45:02.00)	67.3	82.8	71.7	53.3
(2019/10/18 21:00:02.00)	65.9	84.0	63.9	52.4
(2019/10/18 21:15:02.00)	65.7	83.3	68.1	51.4
(2019/10/18 21:30:02.00)	66.3	80.4	70.6	51.1
(2019/10/18 21:45:02.00)	63.9	79.9	63.7	50.6
(2019/10/18 22:00:02.00)	64.8	80.5	61.2	50.3
(2019/10/18 22:15:02.00)	51.9	56.5	53.7	49.6
(2019/10/18 22:30:02.00)	62.9	81.3	55.0	49.7
(2019/10/18 22:45:02.00)	57.9	75.8	53.3	48.0
(2019/10/18 23:00:02.00)	65.9	81.0	69.9	47.2
(2019/10/18 23:15:02.00)	50.4	72.5	50.9	44.7
(2019/10/18 23:30:02.00)	64.2	85.5	50.8	44.7
(2019/10/18 23:45:02.00)	48.4	54.5	50.4	45.2
(2019/10/19 00:00:02.00)	60.9	80.9	52.0	47.3
(2019/10/19 00:15:01.00)	61.6	81.8	51.9	45.4
(2019/10/19 00:30:02.00)	60.8	81.1	50.8	44.1
(2019/10/19 00:45:02.00)	48.0	54.6	50.5	43.8
(2019/10/19 01:00:02.00)	62.1	81.5	53.3	46.3
(2019/10/19 01:15:02.00)	49.3	55.0	51.3	46.3
(2019/10/19 01:30:02.00)	51.0	68.9	50.9	45.1
(2019/10/19 01:45:02.00)	47.0	54.4	49.3	43.3
(2019/10/19 02:00:02.00)	46.5	53.7	48.7	42.8
(2019/10/19 02:15:02.00)	45.3	54.2	47.5	41.6
(2019/10/19 02:30:02.00)	45.0	52.1	47.2	41.5
(2019/10/19 02:45:01.00)	44.5	51.0	47.1	39.6
(2019/10/19 03:00:02.00)	44.1	49.5	46.3	40.3
(2019/10/19 03:15:02.00)	45.5	51.0	47.7	41.3
(2019/10/19 03:30:02.00)	45.6	53.3	48.2	41.4
(2019/10/19 03:45:02.00)	46.8	53.7	49.5	42.1
(2019/10/19 04:00:02.00)	45.7	52.0	47.9	42.2
(2019/10/19 04:15:01.00)	45.8	51.8	48.4	41.8
(2019/10/19 04:30:02.00)	47.3	53.5	49.6	44.0
(2019/10/19 04:45:02.00)	51.2	55.7	53.1	48.6

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/18 19:00:02.00)	63.7	82.2	62.2	55.6
(2019/10/18 19:15:02.00)	61.1	81.2	58.5	54.5
(2019/10/18 19:30:02.00)	66.2	83.1	69.9	54.7
(2019/10/18 19:45:02.00)	65.8	83.4	67.6	54.6
(2019/10/18 20:00:02.00)	64.6	83.6	62.0	54.2
(2019/10/18 20:15:02.00)	63.8	81.1	61.9	54.1
(2019/10/18 20:30:02.00)	61.1	81.1	60.0	54.3
(2019/10/18 20:45:02.00)	67.7	85.8	72.1	54.2
(2019/10/18 21:00:02.00)	66.4	85.7	67.0	52.9
(2019/10/18 21:15:02.00)	66.1	85.1	68.8	52.0
(2019/10/18 21:30:02.00)	65.6	82.3	69.8	51.6
(2019/10/18 21:45:02.00)	63.9	82.6	61.2	51.0
(2019/10/18 22:00:02.00)	64.8	82.6	65.0	50.8
(2019/10/18 22:15:02.00)	51.9	61.3	53.5	49.5
(2019/10/18 22:30:02.00)	63.3	84.7	56.3	50.1
(2019/10/18 22:45:02.00)	58.1	78.2	54.1	48.5
(2019/10/18 23:00:02.00)	66.2	84.4	71.1	46.9
(2019/10/18 23:15:02.00)	64.1	86.3	52.7	45.7
(2019/10/18 23:30:02.00)	48.9	60.3	51.1	45.2
(2019/10/18 23:45:02.00)	48.8	68.3	50.6	45.3
(2019/10/19 00:00:02.00)	61.1	83.8	53.7	46.7
(2019/10/19 00:15:01.00)	61.6	83.9	51.7	45.1
(2019/10/19 00:30:01.00)	60.9	81.9	52.2	44.2
(2019/10/19 00:45:01.00)	47.7	62.5	49.7	43.8
(2019/10/19 01:00:01.00)	61.5	81.6	54.8	46.1
(2019/10/19 01:15:01.00)	48.6	61.3	50.7	45.5
(2019/10/19 01:30:01.00)	51.2	71.9	50.2	44.8
(2019/10/19 01:45:01.00)	46.6	56.3	48.8	43.1
(2019/10/19 02:00:01.00)	46.5	59.7	48.5	43.2
(2019/10/19 02:15:02.00)	45.8	60.7	47.3	41.7
(2019/10/19 02:30:01.00)	46.1	57.6	48.1	42.1
(2019/10/19 02:45:01.00)	45.4	64.7	46.8	39.5
(2019/10/19 03:00:02.00)	44.5	61.1	45.8	40.3
(2019/10/19 03:15:01.00)	45.4	59.0	47.4	41.6
(2019/10/19 03:30:02.00)	45.3	59.3	47.5	41.3
(2019/10/19 03:45:02.00)	46.3	57.3	48.9	42.1
(2019/10/19 04:00:01.00)	45.8	59.1	47.6	42.4
(2019/10/19 04:15:01.00)	45.3	57.2	47.3	41.8
(2019/10/19 04:30:02.00)	47.8	59.7	50.4	43.8
(2019/10/19 04:45:01.00)	50.7	63.1	52.5	48.1

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/18 19:00:01.00)	64.2	81.7	65.5	59.5
(2019/10/18 19:15:01.00)	62.4	80.3	63.4	58.7
(2019/10/18 19:30:01.00)	66.0	82.8	68.6	59.3
(2019/10/18 19:45:01.00)	65.7	83.2	67.8	58.8
(2019/10/18 20:00:01.00)	64.2	80.7	64.7	58.4
(2019/10/18 20:15:01.00)	63.8	81.1	65.1	58.5
(2019/10/18 20:30:01.00)	62.3	78.1	64.0	57.6
(2019/10/18 20:45:02.00)	66.5	82.8	70.0	57.4
(2019/10/18 21:00:01.00)	64.8	82.5	66.5	57.0
(2019/10/18 21:15:01.00)	65.1	84.2	67.3	56.1
(2019/10/18 21:30:01.00)	65.4	83.9	68.9	56.3
(2019/10/18 21:45:01.00)	63.3	82.6	63.5	55.3
(2019/10/18 22:00:02.00)	64.0	82.4	64.5	55.0
(2019/10/18 22:15:01.00)	57.3	66.1	59.8	54.1
(2019/10/18 22:30:01.00)	62.3	84.0	61.2	54.3
(2019/10/18 22:45:02.00)	58.5	77.4	59.0	52.9
(2019/10/18 23:00:01.00)	65.8	85.4	69.4	51.4
(2019/10/18 23:15:01.00)	62.6	82.8	59.5	50.4
(2019/10/18 23:30:01.00)	54.3	66.9	57.5	49.7
(2019/10/18 23:45:01.00)	55.3	76.9	57.5	49.8
(2019/10/19 00:00:02.00)	60.5	81.8	58.7	51.2
(2019/10/19 00:15:01.00)	61.3	81.4	58.3	49.6
(2019/10/19 00:30:01.00)	60.7	82.2	57.9	49.1
(2019/10/19 00:45:01.00)	53.1	63.5	56.0	47.8
(2019/10/19 01:00:01.00)	60.3	79.6	59.3	50.7
(2019/10/19 01:15:01.00)	53.6	66.9	55.8	49.6
(2019/10/19 01:30:01.00)	53.6	68.7	55.7	49.2
(2019/10/19 01:45:01.00)	52.0	65.0	54.5	47.2
(2019/10/19 02:00:01.00)	51.9	65.8	53.8	48.0
(2019/10/19 02:15:01.00)	50.9	63.0	53.0	46.3
(2019/10/19 02:30:01.00)	50.7	61.9	53.1	46.8
(2019/10/19 02:45:01.00)	51.0	66.7	53.3	44.7
(2019/10/19 03:00:01.00)	50.6	62.9	53.0	45.5
(2019/10/19 03:15:01.00)	51.2	62.4	53.4	46.7
(2019/10/19 03:30:01.00)	50.9	63.3	53.2	46.3
(2019/10/19 03:45:01.00)	51.6	63.5	54.3	46.9
(2019/10/19 04:00:01.00)	51.5	63.2	53.7	47.2
(2019/10/19 04:15:01.00)	51.8	62.4	54.5	46.6
(2019/10/19 04:30:01.00)	53.5	69.8	56.0	48.5
(2019/10/19 04:45:01.00)	56.0	64.0	58.2	53.0

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/19 05:00:02.00)	51.4	57.2	53.3	48.6
(2019/10/19 05:15:02.00)	51.9	58.9	53.5	49.6
(2019/10/19 05:30:02.00)	51.3	54.7	52.8	49.3
(2019/10/19 05:45:01.00)	52.7	56.7	54.2	50.8
(2019/10/19 06:00:02.00)	67.0	85.3	63.5	51.9
(2019/10/19 06:15:02.00)	69.7	85.2	72.8	52.8
(2019/10/19 06:30:01.00)	71.0	83.0	76.5	53.7
(2019/10/19 06:45:02.00)	68.8	84.4	71.8	53.7
(2019/10/19 07:00:02.00)	68.8	85.1	69.9	53.4
(2019/10/19 07:15:02.00)	68.1	82.9	71.1	54.2
(2019/10/19 07:30:02.00)	68.4	84.2	71.5	53.7
(2019/10/19 07:45:02.00)	67.9	82.4	70.6	54.6
(2019/10/19 08:00:02.00)	68.6	83.8	70.1	55.7
(2019/10/19 08:15:02.00)	69.7	83.3	74.0	54.7
(2019/10/19 08:30:02.00)	68.9	85.5	70.2	55.1
(2019/10/19 08:45:02.00)	71.1	85.4	76.0	54.2
(2019/10/19 09:00:02.00)	69.7	83.3	74.5	53.1
(2019/10/19 09:15:02.00)	68.1	83.5	70.3	54.1
(2019/10/19 09:30:02.00)	68.9	84.0	68.3	53.2
(2019/10/19 09:45:02.00)	66.9	82.7	64.6	53.2
(2019/10/19 10:00:02.00)	62.3	80.8	58.5	53.4
(2019/10/19 10:15:02.00)	65.4	83.3	59.5	53.2
(2019/10/19 10:30:02.00)	61.0	80.2	57.0	53.2
(2019/10/19 10:45:02.00)	62.4	82.8	56.7	53.0
(2019/10/19 11:00:02.00)	55.2	61.5	57.1	52.7
(2019/10/19 11:15:02.00)	59.9	78.9	57.2	53.4
(2019/10/19 11:30:02.00)	65.1	82.6	58.4	52.7
(2019/10/19 11:45:02.00)	67.5	83.7	65.1	54.0
(2019/10/19 12:00:02.00)	67.9	84.7	68.7	54.3
(2019/10/19 12:15:02.00)	68.1	82.6	70.0	53.0
(2019/10/19 12:30:02.00)	66.0	83.5	59.1	53.3
(2019/10/19 12:45:02.00)	65.3	81.8	58.0	53.3
(2019/10/19 13:00:02.00)	65.6	82.0	64.9	52.9
(2019/10/19 13:15:02.00)	67.0	82.5	67.5	53.1
(2019/10/19 13:30:02.00)	66.8	83.6	65.2	52.2
(2019/10/19 13:45:02.00)	65.5	81.6	62.7	53.0
(2019/10/19 14:00:02.00)	67.8	81.9	70.9	52.8
(2019/10/19 14:15:02.00)	65.9	83.5	58.2	52.0
(2019/10/19 14:30:02.00)	68.2	85.1	68.6	52.5
(2019/10/19 14:45:02.00)	60.6	80.7	55.8	52.5

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/19 05:00:02.00)	50.8	62.2	52.7	47.8
(2019/10/19 05:15:02.00)	51.0	61.3	52.6	48.9
(2019/10/19 05:30:01.00)	50.8	58.4	52.5	48.5
(2019/10/19 05:45:02.00)	51.9	60.3	53.4	49.8
(2019/10/19 06:00:02.00)	66.0	83.6	64.1	51.2
(2019/10/19 06:15:01.00)	68.9	85.4	72.0	52.0
(2019/10/19 06:30:01.00)	70.7	84.5	76.4	52.8
(2019/10/19 06:45:01.00)	68.0	84.1	71.8	53.1
(2019/10/19 07:00:02.00)	68.4	84.2	70.6	52.9
(2019/10/19 07:15:01.00)	69.1	94.2	72.4	53.2
(2019/10/19 07:30:02.00)	67.3	84.0	70.0	53.2
(2019/10/19 07:45:01.00)	67.7	82.8	70.8	54.4
(2019/10/19 08:00:02.00)	69.2	93.1	72.4	54.9
(2019/10/19 08:15:02.00)	68.7	84.8	73.6	54.6
(2019/10/19 08:30:02.00)	68.0	89.1	70.3	54.6
(2019/10/19 08:45:02.00)	70.9	85.9	76.3	54.1
(2019/10/19 09:00:02.00)	69.2	85.2	73.9	53.4
(2019/10/19 09:15:02.00)	66.6	84.2	68.8	54.5
(2019/10/19 09:30:02.00)	68.0	85.7	69.3	53.9
(2019/10/19 09:45:02.00)	67.4	89.3	69.2	54.2
(2019/10/19 10:00:02.00)	58.3	76.7	58.5	54.1
(2019/10/19 10:15:02.00)	64.2	83.6	61.0	54.2
(2019/10/19 10:30:02.00)	60.5	80.5	58.1	53.5
(2019/10/19 10:45:02.00)	61.2	82.4	57.9	53.3
(2019/10/19 11:00:02.00)	56.6	71.6	58.3	53.9
(2019/10/19 11:15:02.00)	60.0	79.5	59.0	54.5
(2019/10/19 11:30:02.00)	65.2	86.4	60.1	54.5
(2019/10/19 11:45:02.00)	66.9	85.0	65.6	55.4
(2019/10/19 12:00:02.00)	67.5	84.3	68.6	55.6
(2019/10/19 12:15:02.00)	67.4	86.2	69.7	54.7
(2019/10/19 12:30:02.00)	65.8	85.3	61.6	54.8
(2019/10/19 12:45:02.00)	65.0	82.8	60.6	55.1
(2019/10/19 13:00:02.00)	66.5	82.7	67.4	55.1
(2019/10/19 13:15:02.00)	67.2	84.5	68.6	54.4
(2019/10/19 13:30:02.00)	65.6	84.3	61.3	54.0
(2019/10/19 13:45:02.00)	65.5	83.3	65.5	55.3
(2019/10/19 14:00:02.00)	67.6	83.4	71.1	54.6
(2019/10/19 14:15:02.00)	65.6	83.9	61.2	54.1
(2019/10/19 14:30:02.00)	68.2	85.9	69.1	54.1
(2019/10/19 14:45:02.00)	61.3	81.5	58.4	54.3

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/19 05:00:01.00)	55.9	64.8	58.1	52.6
(2019/10/19 05:15:01.00)	56.3	67.1	58.3	53.6
(2019/10/19 05:30:01.00)	57.0	73.0	58.7	53.9
(2019/10/19 05:45:01.00)	57.6	67.5	59.5	55.1
(2019/10/19 06:00:01.00)	64.7	81.1	65.5	56.2
(2019/10/19 06:15:01.00)	67.9	83.0	70.3	56.7
(2019/10/19 06:30:01.00)	69.1	83.1	74.1	57.7
(2019/10/19 06:45:01.00)	66.5	81.6	69.5	57.7
(2019/10/19 07:00:01.00)	67.0	84.8	68.8	57.6
(2019/10/19 07:15:01.00)	66.7	81.3	69.8	58.2
(2019/10/19 07:30:01.00)	66.2	82.0	68.0	57.7
(2019/10/19 07:45:01.00)	66.4	83.2	68.7	58.7
(2019/10/19 08:00:01.00)	67.3	83.1	70.4	59.4
(2019/10/19 08:15:01.00)	67.6	85.8	71.1	59.0
(2019/10/19 08:30:01.00)	66.8	83.1	68.4	59.3
(2019/10/19 08:45:01.00)	69.2	82.4	74.0	59.0
(2019/10/19 09:00:01.00)	68.0	84.3	71.7	57.8
(2019/10/19 09:15:01.00)	65.6	82.0	68.0	58.3
(2019/10/19 09:30:01.00)	67.4	84.2	68.6	57.5
(2019/10/19 09:45:01.00)	66.3	84.5	67.7	58.0
(2019/10/19 10:00:01.00)	62.0	77.8	63.5	58.0
(2019/10/19 10:15:01.00)	64.7	83.0	64.7	58.5
(2019/10/19 10:30:01.00)	62.9	80.5	63.5	58.1
(2019/10/19 10:45:01.00)	62.3	80.0	63.0	57.9
(2019/10/19 11:00:01.00)	61.0	68.2	63.0	58.5
(2019/10/19 11:15:01.00)	63.5	88.1	63.5	58.1
(2019/10/19 11:30:01.00)	67.1	92.9	64.6	58.8
(2019/10/19 11:45:01.00)	66.5	83.4	66.3	59.2
(2019/10/19 12:00:01.00)	67.3	84.0	68.3	59.4
(2019/10/19 12:15:01.00)	66.4	83.1	68.5	58.4
(2019/10/19 12:30:01.00)	65.6	83.5	64.8	58.6
(2019/10/19 12:45:01.00)	65.2	82.9	64.7	59.3
(2019/10/19 13:00:01.00)	66.2	81.9	67.2	58.8
(2019/10/19 13:15:02.00)	66.4	82.7	68.0	58.6
(2019/10/19 13:30:01.00)	65.3	83.5	64.0	57.8
(2019/10/19 13:45:01.00)	65.5	82.2	65.7	59.7
(2019/10/19 14:00:02.00)	67.3	87.7	70.0	59.0
(2019/10/19 14:15:01.00)	65.2	84.5	65.2	58.5
(2019/10/19 14:30:01.00)	67.4	85.5	68.8	58.1
(2019/10/19 14:45:01.00)	63.1	80.9	63.2	58.6

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/19 15:00:02.00)	62.4	80.0	57.3	51.9
(2019/10/19 15:15:02.00)	62.1	83.1	55.3	51.5
(2019/10/19 15:30:02.00)	62.8	83.1	55.9	50.7
(2019/10/19 15:45:02.00)	67.0	84.4	63.8	50.3
(2019/10/19 16:00:02.00)	67.9	86.7	63.0	51.1
(2019/10/19 16:15:02.00)	69.7	86.9	70.1	51.6
(2019/10/19 16:30:02.00)	68.0	85.3	64.7	51.1
(2019/10/19 16:45:02.00)	70.5	87.0	73.2	51.8
(2019/10/19 17:00:02.00)	70.0	82.7	74.3	51.2
(2019/10/19 17:15:02.00)	66.4	82.0	64.6	51.1
(2019/10/19 17:30:02.00)	67.0	82.3	65.0	52.8
(2019/10/19 17:45:02.00)	65.6	81.7	60.0	53.6
(2019/10/19 18:00:02.00)	64.9	82.2	57.9	52.7
(2019/10/19 18:15:02.00)	66.4	81.2	64.7	54.4
(2019/10/19 18:30:02.00)	69.5	85.5	72.6	54.5
(2019/10/19 18:45:02.00)	68.1	81.6	71.5	52.2
(2019/10/19 19:00:02.00)	64.8	82.0	60.6	51.8
(2019/10/19 19:15:02.00)	68.9	81.5	73.1	52.3
(2019/10/19 19:30:02.00)	67.6	81.4	69.3	53.6
(2019/10/19 19:45:02.00)	64.8	80.8	59.1	52.8
(2019/10/19 20:00:02.00)	65.1	80.9	58.6	52.4
(2019/10/19 20:15:02.00)	64.4	81.6	57.6	52.2
(2019/10/19 20:30:02.00)	64.1	81.3	56.7	52.7
(2019/10/19 20:45:02.00)	63.5	80.6	57.3	52.5
(2019/10/19 21:00:02.00)	54.5	58.6	56.6	51.6
(2019/10/19 21:15:02.00)	64.4	86.2	56.3	51.8
(2019/10/19 21:30:02.00)	60.7	76.8	58.0	52.4
(2019/10/19 21:45:02.00)	63.5	80.3	56.4	51.2
(2019/10/19 22:00:02.00)	61.7	81.5	55.9	52.0
(2019/10/19 22:15:02.00)	53.0	60.0	54.6	50.4
(2019/10/19 22:30:02.00)	52.7	56.3	54.2	50.5
(2019/10/19 22:45:02.00)	53.0	56.9	54.7	50.7
(2019/10/19 23:00:02.00)	52.9	56.2	54.5	50.7
(2019/10/19 23:15:02.00)	61.8	82.0	54.3	50.4
(2019/10/19 23:30:02.00)	52.8	58.7	54.2	51.0
(2019/10/19 23:45:02.00)	53.1	57.1	54.8	51.1
(2019/10/20 00:00:02.00)	62.2	82.5	54.4	49.8
(2019/10/20 00:15:02.00)	51.6	54.7	53.0	50.0
(2019/10/20 00:30:02.00)	65.0	86.5	53.7	49.4
(2019/10/20 00:45:02.00)	51.3	54.6	53.0	49.1

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/19 15:00:02.00)	62.8	83.5	58.6	54.2
(2019/10/19 15:15:02.00)	64.6	83.5	58.9	53.6
(2019/10/19 15:30:02.00)	58.1	76.8	58.5	54.4
(2019/10/19 15:45:02.00)	67.0	84.5	65.6	53.7
(2019/10/19 16:00:02.00)	67.3	86.9	65.0	54.3
(2019/10/19 16:15:02.00)	69.9	86.6	73.1	54.3
(2019/10/19 16:30:02.00)	66.7	84.0	65.3	53.9
(2019/10/19 16:45:02.00)	69.9	87.1	72.8	53.8
(2019/10/19 17:00:02.00)	70.0	83.4	75.5	53.5
(2019/10/19 17:15:02.00)	65.5	82.4	63.6	54.2
(2019/10/19 17:30:02.00)	67.2	83.9	66.6	54.8
(2019/10/19 17:45:02.00)	65.8	82.1	63.7	54.8
(2019/10/19 18:00:02.00)	65.6	82.0	60.8	54.8
(2019/10/19 18:15:02.00)	65.1	82.3	63.0	55.1
(2019/10/19 18:30:02.00)	69.2	84.3	73.3	55.3
(2019/10/19 18:45:02.00)	68.0	81.9	72.1	54.2
(2019/10/19 19:00:02.00)	66.3	82.5	66.7	54.3
(2019/10/19 19:15:02.00)	68.8	82.2	72.2	54.6
(2019/10/19 19:30:02.00)	67.8	81.4	70.3	54.5
(2019/10/19 19:45:02.00)	66.0	81.6	66.5	53.7
(2019/10/19 20:00:02.00)	63.3	81.1	58.5	53.4
(2019/10/19 20:15:02.00)	64.3	82.1	57.8	52.5
(2019/10/19 20:30:02.00)	63.8	81.3	57.4	52.3
(2019/10/19 20:45:02.00)	63.2	80.6	57.8	52.0
(2019/10/19 21:00:02.00)	55.4	63.3	57.2	52.9
(2019/10/19 21:15:02.00)	64.0	85.2	56.7	52.8
(2019/10/19 21:30:02.00)	60.4	76.9	57.7	52.5
(2019/10/19 21:45:02.00)	63.3	79.7	56.9	51.5
(2019/10/19 22:00:02.00)	61.4	81.3	56.1	52.2
(2019/10/19 22:15:02.00)	53.4	63.4	55.1	50.9
(2019/10/19 22:30:02.00)	52.8	60.5	54.2	51.0
(2019/10/19 22:45:02.00)	53.3	63.1	54.9	51.0
(2019/10/19 23:00:02.00)	54.2	61.9	55.4	52.7
(2019/10/19 23:15:02.00)	61.8	81.8	55.9	51.6
(2019/10/19 23:30:02.00)	53.8	65.2	55.5	50.9
(2019/10/19 23:45:02.00)	54.1	63.0	55.9	52.0
(2019/10/20 00:00:02.00)	61.7	81.9	56.1	50.5
(2019/10/20 00:15:02.00)	52.8	62.6	54.4	50.6
(2019/10/20 00:30:01.00)	64.4	85.4	55.6	50.1
(2019/10/20 00:45:01.00)	55.3	64.4	57.6	51.4

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/19 15:00:01.00)	62.6	81.3	63.4	58.3
(2019/10/19 15:15:02.00)	64.5	84.6	62.8	57.5
(2019/10/19 15:30:01.00)	61.7	77.8	63.3	58.7
(2019/10/19 15:45:01.00)	66.4	85.0	67.1	57.8
(2019/10/19 16:00:01.00)	66.5	84.0	66.1	57.8
(2019/10/19 16:15:01.00)	68.9	85.1	71.0	58.5
(2019/10/19 16:30:01.00)	65.9	83.6	66.0	57.9
(2019/10/19 16:45:01.00)	68.9	85.0	71.3	58.1
(2019/10/19 17:00:01.00)	68.9	84.0	72.4	58.1
(2019/10/19 17:15:02.00)	66.0	83.0	66.0	58.4
(2019/10/19 17:30:01.00)	67.1	83.3	67.7	58.8
(2019/10/19 17:45:01.00)	65.4	80.9	64.9	58.8
(2019/10/19 18:00:02.00)	65.3	81.3	64.2	59.0
(2019/10/19 18:15:01.00)	65.5	81.6	65.0	59.3
(2019/10/19 18:30:01.00)	68.5	82.7	71.7	59.0
(2019/10/19 18:45:01.00)	67.4	81.8	70.1	57.9
(2019/10/19 19:00:01.00)	65.4	81.7	65.5	57.8
(2019/10/19 19:15:01.00)	67.4	81.5	70.1	57.5
(2019/10/19 19:30:02.00)	66.6	81.3	68.5	56.9
(2019/10/19 19:45:01.00)	65.2	80.7	65.6	57.0
(2019/10/19 20:00:02.00)	63.3	81.5	62.3	56.8
(2019/10/19 20:15:01.00)	64.4	81.4	62.1	56.6
(2019/10/19 20:30:01.00)	63.7	80.9	61.8	56.3
(2019/10/19 20:45:02.00)	63.1	79.6	61.8	55.6
(2019/10/19 21:00:01.00)	58.0	66.8	60.2	54.9
(2019/10/19 21:15:02.00)	62.2	82.5	60.7	55.9
(2019/10/19 21:30:02.00)	60.6	75.6	60.9	56.0
(2019/10/19 21:45:01.00)	63.0	80.0	61.6	55.4
(2019/10/19 22:00:02.00)	61.7	80.8	60.3	55.6
(2019/10/19 22:15:01.00)	57.6	69.3	59.6	54.8
(2019/10/19 22:30:01.00)	57.5	65.4	59.3	55.1
(2019/10/19 22:45:01.00)	56.7	65.3	58.7	54.0
(2019/10/19 23:00:01.00)	57.2	64.5	59.2	54.6
(2019/10/19 23:15:01.00)	61.0	80.4	59.1	54.0
(2019/10/19 23:30:01.00)	57.1	66.4	58.8	54.6
(2019/10/19 23:45:01.00)	56.7	69.1	58.5	54.2
(2019/10/20 00:00:02.00)	61.4	81.4	58.7	52.8
(2019/10/20 00:15:01.00)	56.2	66.9	58.3	53.2
(2019/10/20 00:30:01.00)	61.9	82.6	58.4	52.8
(2019/10/20 00:45:01.00)	55.4	65.3	57.4	52.3

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 01:00:02.00)	51.8	55.6	53.3	49.9
(2019/10/20 01:15:02.00)	50.7	55.0	52.6	48.1
(2019/10/20 01:30:02.00)	61.5	81.8	52.9	48.5
(2019/10/20 01:45:02.00)	49.2	54.0	51.1	46.8
(2019/10/20 02:00:01.00)	50.7	58.4	53.3	46.1
(2019/10/20 02:15:02.00)	49.4	55.4	51.9	45.4
(2019/10/20 02:30:02.00)	47.3	52.9	49.6	43.9
(2019/10/20 02:45:01.00)	49.4	56.6	52.1	45.7
(2019/10/20 03:00:01.00)	49.2	54.8	51.7	45.5
(2019/10/20 03:15:01.00)	49.9	55.0	52.3	45.8
(2019/10/20 03:30:02.00)	50.0	55.7	52.4	46.6
(2019/10/20 03:45:02.00)	48.9	57.5	51.1	45.6
(2019/10/20 04:00:02.00)	49.4	53.8	51.0	47.0
(2019/10/20 04:15:02.00)	50.7	55.1	52.4	48.6
(2019/10/20 04:30:02.00)	50.4	55.9	52.7	47.1
(2019/10/20 04:45:02.00)	51.2	56.8	53.5	48.3
(2019/10/20 05:00:02.00)	50.3	56.9	52.2	48.0
(2019/10/20 05:15:02.00)	62.4	82.7	55.7	50.0
(2019/10/20 05:30:02.00)	56.9	76.2	53.5	50.0
(2019/10/20 05:45:02.00)	60.8	82.0	53.3	49.7
(2019/10/20 06:00:02.00)	68.2	83.9	64.6	47.7
(2019/10/20 06:15:02.00)	72.2	88.9	76.3	50.1
(2019/10/20 06:30:02.00)	71.3	84.8	75.4	47.9
(2019/10/20 06:45:02.00)	69.8	83.2	71.5	47.4
(2019/10/20 07:00:02.00)	65.5	82.8	58.0	46.9
(2019/10/20 07:15:02.00)	61.8	74.7	64.9	49.0
(2019/10/20 07:30:02.00)	60.5	74.9	58.3	50.6
(2019/10/20 07:45:02.00)	60.6	75.4	58.6	50.0
(2019/10/20 08:00:02.00)	60.8	75.2	58.0	50.5
(2019/10/20 08:15:02.00)	60.6	77.8	57.1	50.5
(2019/10/20 08:30:02.00)	51.7	55.8	53.1	49.8
(2019/10/20 08:45:02.00)	61.1	78.6	57.1	50.1
(2019/10/20 09:00:02.00)	55.7	76.0	52.4	49.5
(2019/10/20 09:15:02.00)	54.8	75.3	51.5	48.3
(2019/10/20 09:30:02.00)	61.0	79.2	57.5	48.4
(2019/10/20 09:45:02.00)	57.4	75.9	52.9	48.5
(2019/10/20 10:00:02.00)	50.2	55.2	51.5	48.6
(2019/10/20 10:15:02.00)	58.6	77.8	52.5	48.9
(2019/10/20 10:30:02.00)	59.4	76.3	54.8	48.0
(2019/10/20 10:45:02.00)	54.7	76.2	51.1	48.2

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 01:00:01.00)	57.9	65.0	61.3	52.5
(2019/10/20 01:15:01.00)	62.1	65.6	62.6	61.5
(2019/10/20 01:30:01.00)	64.7	81.7	63.1	62.0
(2019/10/20 01:45:01.00)	62.6	64.4	62.9	62.3
(2019/10/20 02:00:01.00)	62.5	65.4	62.8	62.2
(2019/10/20 02:15:01.00)	60.6	64.7	62.3	50.3
(2019/10/20 02:30:01.00)	59.2	62.7	61.1	52.6
(2019/10/20 02:45:01.00)	60.8	64.1	61.2	60.4
(2019/10/20 03:00:01.00)	60.3	63.6	60.8	59.7
(2019/10/20 03:15:01.00)	57.5	61.3	59.3	54.0
(2019/10/20 03:30:01.00)	58.3	62.0	60.2	55.4
(2019/10/20 03:45:02.00)	55.0	62.5	57.6	50.0
(2019/10/20 04:00:01.00)	58.0	63.7	59.6	54.4
(2019/10/20 04:15:01.00)	60.0	62.4	60.4	59.4
(2019/10/20 04:30:01.00)	61.1	64.0	61.6	60.6
(2019/10/20 04:45:02.00)	61.6	63.6	62.2	60.9
(2019/10/20 05:00:01.00)	58.3	62.5	60.5	53.4
(2019/10/20 05:15:01.00)	62.6	81.3	59.3	54.7
(2019/10/20 05:30:01.00)	56.0	66.3	57.0	54.5
(2019/10/20 05:45:02.00)	61.1	81.0	57.7	54.6
(2019/10/20 06:00:02.00)	67.6	83.3	67.0	54.2
(2019/10/20 06:15:01.00)	71.5	88.0	76.0	58.6
(2019/10/20 06:30:02.00)	70.5	82.9	74.7	63.6
(2019/10/20 06:45:02.00)	70.3	83.1	73.1	63.5
(2019/10/20 07:00:02.00)	66.1	81.5	64.7	63.1
(2019/10/20 07:15:02.00)	64.3	70.9	66.3	62.8
(2019/10/20 07:30:02.00)	64.4	86.6	65.6	62.9
(2019/10/20 07:45:02.00)	64.8	77.4	66.9	62.9
(2019/10/20 08:00:01.00)	63.1	73.3	65.1	57.3
(2019/10/20 08:15:02.00)	59.8	72.5	62.0	55.9
(2019/10/20 08:30:02.00)	58.4	76.6	61.0	55.5
(2019/10/20 08:45:02.00)	60.8	74.6	63.3	56.0
(2019/10/20 09:00:02.00)	61.2	92.2	61.4	54.9
(2019/10/20 09:15:02.00)	58.4	88.0	57.6	53.3
(2019/10/20 09:30:02.00)	58.8	76.8	60.1	54.0
(2019/10/20 09:45:02.00)	58.1	82.2	58.7	54.4
(2019/10/20 10:00:02.00)	56.3	63.3	58.0	54.5
(2019/10/20 10:15:02.00)	59.2	78.6	59.4	54.7
(2019/10/20 10:30:02.00)	58.6	75.0	59.8	53.5
(2019/10/20 10:45:02.00)	56.7	74.4	57.8	53.9

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 01:00:01.00)	55.8	66.4	57.7	53.0
(2019/10/20 01:15:01.00)	55.1	63.3	57.3	51.8
(2019/10/20 01:30:01.00)	60.3	80.4	58.4	51.2
(2019/10/20 01:45:01.00)	53.6	67.0	55.8	50.0
(2019/10/20 02:00:01.00)	54.1	66.6	56.4	50.4
(2019/10/20 02:15:01.00)	53.5	62.9	56.0	49.3
(2019/10/20 02:30:01.00)	52.3	61.8	54.6	48.1
(2019/10/20 02:45:01.00)	53.6	63.5	56.2	49.5
(2019/10/20 03:00:01.00)	52.7	61.9	55.2	49.2
(2019/10/20 03:15:01.00)	53.1	65.8	55.2	49.0
(2019/10/20 03:30:01.00)	53.7	65.2	55.6	50.8
(2019/10/20 03:45:01.00)	53.3	69.4	55.4	49.0
(2019/10/20 04:00:01.00)	53.0	64.2	54.8	49.9
(2019/10/20 04:15:01.00)	54.7	64.0	56.4	52.4
(2019/10/20 04:30:01.00)	54.7	65.9	56.9	51.4
(2019/10/20 04:45:01.00)	55.7	62.6	58.1	52.3
(2019/10/20 05:00:01.00)	52.9	63.6	54.6	50.1
(2019/10/20 05:15:01.00)	60.7	78.5	59.4	52.7
(2019/10/20 05:30:01.00)	54.9	65.8	57.0	51.6
(2019/10/20 05:45:01.00)	59.0	79.5	57.6	52.1
(2019/10/20 06:00:01.00)	64.6	81.6	66.3	49.2
(2019/10/20 06:15:01.00)	68.8	86.4	72.8	52.4
(2019/10/20 06:30:01.00)	66.7	82.2	70.5	50.1
(2019/10/20 06:45:01.00)	66.5	82.6	70.0	49.4
(2019/10/20 07:00:01.00)	61.1	80.4	60.3	50.3
(2019/10/20 07:15:01.00)	58.0	71.1	61.3	51.3
(2019/10/20 07:30:01.00)	57.9	71.9	60.6	51.5
(2019/10/20 07:45:01.00)	58.5	72.4	61.3	51.6
(2019/10/20 08:00:01.00)	65.2	95.3	60.5	52.1
(2019/10/20 08:15:01.00)	58.4	72.8	60.2	53.5
(2019/10/20 08:30:01.00)	56.9	65.9	59.5	53.4
(2019/10/20 08:45:01.00)	59.1	74.3	61.1	53.2
(2019/10/20 09:00:01.00)	56.5	73.8	59.1	52.0
(2019/10/20 09:15:01.00)	57.1	74.4	59.5	51.7
(2019/10/20 09:30:01.00)	59.5	82.2	61.8	51.8
(2019/10/20 09:45:01.00)	58.0	75.9	60.0	52.1
(2019/10/20 10:00:01.00)	56.4	66.6	59.4	52.2
(2019/10/20 10:15:01.00)	58.8	77.7	61.1	52.8
(2019/10/20 10:30:01.00)	59.7	78.1	60.9	51.9
(2019/10/20 10:45:01.00)	57.5	71.4	60.2	52.2

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 11:00:02.00)	59.0	75.6	52.8	48.3
(2019/10/20 11:15:02.00)	58.9	78.6	53.2	48.4
(2019/10/20 11:30:02.00)	61.5	76.5	62.0	48.2
(2019/10/20 11:45:02.00)	59.8	77.2	56.1	48.4
(2019/10/20 12:00:02.00)	61.0	76.4	60.1	48.7
(2019/10/20 12:15:02.00)	61.3	77.4	58.6	48.3
(2019/10/20 12:30:02.00)	62.2	76.6	62.0	48.5
(2019/10/20 12:45:02.00)	59.1	74.7	54.6	48.1
(2019/10/20 13:00:02.00)	61.7	77.7	59.0	47.9
(2019/10/20 13:15:02.00)	57.5	76.2	52.5	47.7
(2019/10/20 13:30:02.00)	48.9	55.0	50.1	47.5
(2019/10/20 13:45:02.00)	62.6	76.5	63.3	47.9
(2019/10/20 14:00:02.00)	59.6	76.1	54.2	48.2
(2019/10/20 14:15:02.00)	60.6	77.9	57.3	48.1
(2019/10/20 14:30:02.00)	61.3	76.7	59.3	47.4
(2019/10/20 14:45:02.00)	57.0	74.3	54.9	46.7
(2019/10/20 15:00:02.00)	56.9	75.2	50.1	45.8
(2019/10/20 15:15:02.00)	60.0	76.3	54.7	46.3
(2019/10/20 15:30:02.00)	59.8	74.8	56.7	47.2
(2019/10/20 15:45:02.00)	61.0	76.1	60.5	47.3
(2019/10/20 16:00:02.00)	62.8	82.8	52.8	47.1
(2019/10/20 16:15:02.00)	60.9	76.1	59.2	46.0
(2019/10/20 16:30:02.00)	63.9	82.4	58.1	45.8
(2019/10/20 16:45:02.00)	56.7	77.1	51.3	47.9
(2019/10/20 17:00:02.00)	60.3	76.3	55.6	47.9
(2019/10/20 17:15:02.00)	60.3	75.4	56.9	47.9
(2019/10/20 17:30:02.00)	60.6	76.8	57.2	47.4
(2019/10/20 17:45:02.00)	60.5	76.7	57.6	48.3
(2019/10/20 18:00:02.00)	58.7	75.3	55.8	48.5
(2019/10/20 18:15:02.00)	56.2	76.6	51.6	48.6
(2019/10/20 18:30:02.00)	61.8	78.0	57.5	48.1
(2019/10/20 18:45:02.00)	61.4	77.9	59.5	47.6
(2019/10/20 19:00:02.00)	59.3	77.9	54.0	48.0
(2019/10/20 19:15:02.00)	61.2	76.9	59.0	48.7
(2019/10/20 19:30:02.00)	62.7	79.2	63.7	48.0
(2019/10/20 19:45:02.00)	61.6	76.6	60.2	48.4
(2019/10/20 20:00:02.00)	57.9	79.0	51.1	47.6
(2019/10/20 20:15:02.00)	58.8	76.2	52.9	47.7
(2019/10/20 20:30:02.00)	59.1	77.8	51.9	48.1
(2019/10/20 20:45:02.00)	58.3	75.8	52.4	46.7

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 11:00:02.00)	58.2	73.5	58.8	54.0
(2019/10/20 11:15:02.00)	58.1	74.7	58.9	53.9
(2019/10/20 11:30:02.00)	60.3	76.5	63.4	53.9
(2019/10/20 11:45:02.00)	59.0	74.5	60.7	54.5
(2019/10/20 12:00:02.00)	59.6	76.5	62.5	54.2
(2019/10/20 12:15:02.00)	60.1	76.6	62.5	54.3
(2019/10/20 12:30:02.00)	61.0	77.0	64.5	54.5
(2019/10/20 12:45:02.00)	58.1	72.8	59.5	54.0
(2019/10/20 13:00:02.00)	59.7	74.9	61.8	54.1
(2019/10/20 13:15:02.00)	57.9	74.3	59.1	53.8
(2019/10/20 13:30:02.00)	55.6	63.3	57.6	53.5
(2019/10/20 13:45:02.00)	61.2	77.3	64.8	53.8
(2019/10/20 14:00:02.00)	59.0	82.3	59.5	54.5
(2019/10/20 14:15:02.00)	59.5	74.1	62.1	53.8
(2019/10/20 14:30:02.00)	58.9	74.3	61.3	53.4
(2019/10/20 14:45:02.00)	61.7	94.9	59.0	52.8
(2019/10/20 15:00:02.00)	57.1	74.1	58.3	51.8
(2019/10/20 15:15:02.00)	57.9	73.3	60.5	52.2
(2019/10/20 15:30:02.00)	61.7	88.8	61.4	53.4
(2019/10/20 15:45:02.00)	59.4	80.9	62.5	53.3
(2019/10/20 16:00:02.00)	60.9	82.4	59.9	53.0
(2019/10/20 16:15:02.00)	58.8	75.0	61.9	51.6
(2019/10/20 16:30:02.00)	62.5	87.5	61.6	51.3
(2019/10/20 16:45:02.00)	57.7	74.5	59.2	54.1
(2019/10/20 17:00:02.00)	58.6	72.7	59.9	53.7
(2019/10/20 17:15:02.00)	58.8	76.8	61.1	53.5
(2019/10/20 17:30:01.00)	59.3	74.0	61.8	53.4
(2019/10/20 17:45:02.00)	58.7	75.6	59.7	54.3
(2019/10/20 18:00:02.00)	58.6	74.3	60.4	54.4
(2019/10/20 18:15:02.00)	57.7	74.3	58.8	54.6
(2019/10/20 18:30:02.00)	60.0	75.3	62.2	54.3
(2019/10/20 18:45:02.00)	59.7	79.4	62.5	53.6
(2019/10/20 19:00:02.00)	58.0	74.8	59.0	54.1
(2019/10/20 19:15:02.00)	60.0	74.6	63.2	54.6
(2019/10/20 19:30:02.00)	60.2	77.6	63.4	53.9
(2019/10/20 19:45:02.00)	60.0	75.9	63.0	54.6
(2019/10/20 20:00:02.00)	57.8	76.7	58.1	53.5
(2019/10/20 20:15:02.00)	57.9	75.1	59.1	53.6
(2019/10/20 20:30:02.00)	58.5	77.9	58.9	54.2
(2019/10/20 20:45:02.00)	57.7	73.3	58.7	52.7

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 11:00:01.00)	59.2	80.0	60.8	52.6
(2019/10/20 11:15:01.00)	58.2	75.9	60.1	52.1
(2019/10/20 11:30:01.00)	62.3	85.4	63.4	51.4
(2019/10/20 11:45:01.00)	59.6	77.4	61.7	52.6
(2019/10/20 12:00:01.00)	60.1	76.0	62.9	52.3
(2019/10/20 12:15:01.00)	60.2	78.1	62.2	52.2
(2019/10/20 12:30:01.00)	61.5	82.2	64.2	52.0
(2019/10/20 12:45:01.00)	61.9	90.2	60.9	51.9
(2019/10/20 13:00:01.00)	59.8	75.9	61.8	52.7
(2019/10/20 13:15:01.00)	57.8	74.8	60.4	51.6
(2019/10/20 13:30:01.00)	56.6	65.6	59.7	51.9
(2019/10/20 13:45:01.00)	61.4	79.5	63.6	52.5
(2019/10/20 14:00:01.00)	58.4	76.3	60.7	51.8
(2019/10/20 14:15:01.00)	60.0	77.1	62.1	52.3
(2019/10/20 14:30:01.00)	59.4	75.1	62.0	51.1
(2019/10/20 14:45:01.00)	59.5	78.8	61.0	50.6
(2019/10/20 15:00:01.00)	58.3	77.6	60.6	50.6
(2019/10/20 15:15:01.00)	59.1	75.4	61.2	50.6
(2019/10/20 15:30:01.00)	62.1	86.4	62.2	51.8
(2019/10/20 15:45:02.00)	59.0	73.9	62.0	51.6
(2019/10/20 16:00:01.00)	61.5	86.3	60.5	51.6
(2019/10/20 16:15:01.00)	59.2	76.3	62.0	50.3
(2019/10/20 16:30:02.00)	62.3	84.8	62.4	51.1
(2019/10/20 16:45:01.00)	57.1	73.3	59.8	51.9
(2019/10/20 17:00:01.00)	58.4	74.1	60.8	51.3
(2019/10/20 17:15:01.00)	58.5	73.0	61.2	51.7
(2019/10/20 17:30:01.00)	58.5	73.8	61.4	51.4
(2019/10/20 17:45:01.00)	58.4	75.4	60.9	52.0
(2019/10/20 18:00:01.00)	58.1	76.4	60.2	52.0
(2019/10/20 18:15:01.00)	56.6	74.6	58.7	52.0
(2019/10/20 18:30:02.00)	59.5	75.6	61.6	51.2
(2019/10/20 18:45:01.00)	59.7	78.6	62.3	50.8
(2019/10/20 19:00:01.00)	57.3	79.0	59.5	50.8
(2019/10/20 19:15:01.00)	59.5	75.6	62.4	51.6
(2019/10/20 19:30:01.00)	59.9	78.3	62.7	50.7
(2019/10/20 19:45:02.00)	59.2	75.9	61.7	51.3
(2019/10/20 20:00:01.00)	57.9	77.7	58.6	50.4
(2019/10/20 20:15:01.00)	57.0	74.8	59.0	50.3
(2019/10/20 20:30:02.00)	57.7	77.9	59.0	50.6
(2019/10/20 20:45:01.00)	57.0	76.6	59.2	49.6

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 21:00:02.00)	55.5	75.7	51.9	46.1
(2019/10/20 21:15:02.00)	55.0	76.0	49.2	45.8
(2019/10/20 21:30:02.00)	60.6	80.2	56.9	45.5
(2019/10/20 21:45:02.00)	47.9	59.1	49.4	45.2
(2019/10/20 22:00:02.00)	62.1	78.7	59.2	45.6
(2019/10/20 22:15:02.00)	62.8	81.3	58.5	45.1
(2019/10/20 22:30:02.00)	60.4	76.6	54.6	44.8
(2019/10/20 22:45:02.00)	62.5	78.1	61.3	44.7
(2019/10/20 23:00:02.00)	60.5	77.2	59.7	44.7
(2019/10/20 23:15:02.00)	62.0	76.5	62.4	44.8
(2019/10/20 23:30:02.00)	61.8	76.6	64.1	45.1
(2019/10/20 23:45:02.00)	61.7	78.6	61.3	44.5
(2019/10/21 00:00:02.00)	59.3	76.9	51.7	44.0
(2019/10/21 00:15:01.00)	58.5	76.4	49.1	43.2
(2019/10/21 00:30:02.00)	54.5	75.5	46.6	42.9
(2019/10/21 00:45:02.00)	44.8	48.7	46.6	42.7
(2019/10/21 01:00:02.00)	45.2	49.3	46.7	43.1
(2019/10/21 01:15:02.00)	58.8	75.8	53.3	42.3
(2019/10/21 01:30:02.00)	60.5	80.3	54.2	41.4
(2019/10/21 01:45:02.00)	54.3	77.1	44.6	39.9
(2019/10/21 02:00:01.00)	43.1	47.7	45.0	40.4
(2019/10/21 02:15:01.00)	42.9	48.2	45.1	40.6
(2019/10/21 02:30:01.00)	43.1	48.9	45.1	40.8
(2019/10/21 02:45:02.00)	43.7	47.5	45.6	41.1
(2019/10/21 03:00:02.00)	44.4	48.1	45.9	42.5
(2019/10/21 03:15:02.00)	46.7	51.4	48.8	44.3
(2019/10/21 03:30:02.00)	46.7	51.8	48.0	45.0
(2019/10/21 03:45:02.00)	46.1	54.5	47.4	44.1
(2019/10/21 04:00:01.00)	46.8	51.9	48.2	44.8
(2019/10/21 04:15:02.00)	47.0	51.2	48.5	45.0
(2019/10/21 04:30:02.00)	49.0	53.1	50.3	47.2
(2019/10/21 04:45:02.00)	49.4	52.1	50.8	48.0
(2019/10/21 05:00:02.00)	49.9	55.2	51.1	48.2
(2019/10/21 05:15:02.00)	50.9	56.5	52.1	49.6
(2019/10/21 05:30:02.00)	51.6	56.9	52.7	50.2
(2019/10/21 05:45:02.00)	51.8	54.3	52.6	50.8
(2019/10/21 06:00:02.00)	53.6	68.7	53.7	51.2
(2019/10/21 06:15:02.00)	56.4	75.0	54.6	51.7
(2019/10/21 06:30:02.00)	53.8	57.5	54.9	52.7
(2019/10/21 06:45:02.00)	59.6	77.2	55.6	52.7

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 21:00:02.00)	55.5	71.3	56.3	52.2
(2019/10/20 21:15:02.00)	55.4	72.8	55.5	51.9
(2019/10/20 21:30:02.00)	57.9	75.7	59.3	51.5
(2019/10/20 21:45:02.00)	53.3	68.0	54.7	50.8
(2019/10/20 22:00:02.00)	59.2	75.3	62.3	51.1
(2019/10/20 22:15:02.00)	60.5	80.7	60.4	50.8
(2019/10/20 22:30:02.00)	57.7	75.7	57.8	50.6
(2019/10/20 22:45:02.00)	59.1	75.6	62.8	50.6
(2019/10/20 23:00:01.00)	58.5	74.5	61.4	50.8
(2019/10/20 23:15:02.00)	59.1	74.6	63.6	50.6
(2019/10/20 23:30:02.00)	59.0	74.2	63.0	51.0
(2019/10/20 23:45:02.00)	58.9	76.1	62.3	50.1
(2019/10/21 00:00:02.00)	57.4	76.5	58.6	49.9
(2019/10/21 00:15:01.00)	55.0	73.1	53.9	49.1
(2019/10/21 00:30:01.00)	53.5	74.7	53.0	48.7
(2019/10/21 00:45:02.00)	50.7	61.3	52.7	48.4
(2019/10/21 01:00:01.00)	51.8	64.6	53.5	49.2
(2019/10/21 01:15:01.00)	55.9	75.6	55.7	47.3
(2019/10/21 01:30:01.00)	57.4	76.6	56.4	46.2
(2019/10/21 01:45:01.00)	52.0	73.4	50.5	43.9
(2019/10/21 02:00:01.00)	48.6	60.8	50.7	45.1
(2019/10/21 02:15:01.00)	48.3	62.6	50.1	45.0
(2019/10/21 02:30:01.00)	48.7	59.2	51.1	45.5
(2019/10/21 02:45:01.00)	48.9	55.8	50.8	46.1
(2019/10/21 03:00:01.00)	49.4	56.3	51.2	46.9
(2019/10/21 03:15:01.00)	51.3	59.7	53.4	48.7
(2019/10/21 03:30:01.00)	51.6	60.5	53.2	49.7
(2019/10/21 03:45:01.00)	51.7	62.5	53.3	49.2
(2019/10/21 04:00:01.00)	52.6	62.1	54.2	50.2
(2019/10/21 04:15:02.00)	53.0	60.7	54.7	50.5
(2019/10/21 04:30:02.00)	55.2	65.2	56.5	53.3
(2019/10/21 04:45:02.00)	55.5	62.4	57.0	53.8
(2019/10/21 05:00:02.00)	56.1	67.4	57.5	54.1
(2019/10/21 05:15:01.00)	57.1	64.2	58.4	55.5
(2019/10/21 05:30:01.00)	57.9	67.7	59.0	56.3
(2019/10/21 05:45:01.00)	58.3	66.1	59.6	56.8
(2019/10/21 06:00:01.00)	59.0	68.7	60.3	57.2
(2019/10/21 06:15:02.00)	60.5	80.5	61.2	57.6
(2019/10/21 06:30:02.00)	60.1	68.0	61.5	58.5
(2019/10/21 06:45:01.00)	61.3	76.0	62.2	58.8

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/20 21:00:01.00)	54.5	70.2	57.4	48.9
(2019/10/20 21:15:01.00)	54.9	73.0	57.6	48.8
(2019/10/20 21:30:01.00)	57.1	77.9	59.2	48.4
(2019/10/20 21:45:02.00)	54.8	84.3	56.5	47.7
(2019/10/20 22:00:01.00)	58.9	77.7	61.7	47.1
(2019/10/20 22:15:01.00)	60.8	84.2	59.4	46.7
(2019/10/20 22:30:02.00)	57.3	76.2	59.0	46.1
(2019/10/20 22:45:01.00)	57.8	75.0	60.5	46.1
(2019/10/20 23:00:01.00)	58.2	77.7	60.6	46.9
(2019/10/20 23:15:01.00)	58.9	75.4	62.2	47.0
(2019/10/20 23:30:01.00)	57.8	77.3	61.1	46.4
(2019/10/20 23:45:02.00)	57.8	78.7	60.4	45.7
(2019/10/21 00:00:02.00)	56.6	76.1	58.6	46.0
(2019/10/21 00:15:01.00)	54.6	74.7	54.9	45.3
(2019/10/21 00:30:01.00)	51.9	71.8	52.7	45.0
(2019/10/21 00:45:01.00)	49.3	62.6	51.2	44.9
(2019/10/21 01:00:01.00)	51.7	73.0	52.5	44.8
(2019/10/21 01:15:01.00)	54.3	74.7	54.4	43.9
(2019/10/21 01:30:01.00)	56.3	77.5	55.1	42.3
(2019/10/21 01:45:01.00)	51.4	77.0	47.7	41.1
(2019/10/21 02:00:01.00)	46.5	60.9	47.7	42.0
(2019/10/21 02:15:01.00)	46.7	65.1	47.6	41.8
(2019/10/21 02:30:01.00)	46.3	61.0	47.9	41.5
(2019/10/21 02:45:01.00)	46.5	65.5	47.2	42.1
(2019/10/21 03:00:01.00)	47.9	64.0	48.9	43.4
(2019/10/21 03:15:01.00)	49.6	66.0	50.9	44.6
(2019/10/21 03:30:01.00)	49.5	64.7	50.3	45.3
(2019/10/21 03:45:01.00)	51.1	66.8	53.8	45.5
(2019/10/21 04:00:01.00)	49.9	63.7	50.8	46.2
(2019/10/21 04:15:01.00)	52.3	66.5	54.6	46.9
(2019/10/21 04:30:01.00)	53.3	67.2	55.1	49.9
(2019/10/21 04:45:01.00)	53.4	64.6	55.2	50.4
(2019/10/21 05:00:01.00)	56.1	76.6	58.2	50.9
(2019/10/21 05:15:01.00)	55.8	67.4	58.5	52.5
(2019/10/21 05:30:01.00)	57.0	70.5	59.9	53.1
(2019/10/21 05:45:02.00)	57.8	68.1	60.5	54.0
(2019/10/21 06:00:01.00)	57.7	71.9	60.7	53.9
(2019/10/21 06:15:01.00)	58.7	73.5	60.9	54.6
(2019/10/21 06:30:01.00)	59.7	76.2	62.2	55.5
(2019/10/21 06:45:01.00)	60.5	76.5	62.7	56.4

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/21 07:00:02.00)	61.0	76.2	59.7	52.4
(2019/10/21 07:15:02.00)	61.4	79.7	56.1	52.2
(2019/10/21 07:30:02.00)	62.9	79.6	62.0	52.2
(2019/10/21 07:45:02.00)	64.3	80.9	63.9	52.4
(2019/10/21 08:00:02.00)	62.5	77.2	61.3	52.3
(2019/10/21 08:15:02.00)	55.4	71.3	54.9	52.2
(2019/10/21 08:30:02.00)	58.8	77.1	55.7	51.8
(2019/10/21 08:45:02.00)	61.4	78.7	57.0	52.1
(2019/10/21 09:00:02.00)	61.0	79.3	56.4	52.5
(2019/10/21 09:15:02.00)	53.8	59.5	55.2	52.1
(2019/10/21 09:30:02.00)	56.6	75.9	54.5	51.8
(2019/10/21 09:45:02.00)	59.9	76.5	55.9	51.8
(2019/10/21 10:00:02.00)	53.5	58.0	54.6	52.2
(2019/10/21 10:15:02.00)	53.8	65.4	54.6	52.4
(2019/10/21 10:30:02.00)	58.9	77.0	55.0	52.0
(2019/10/21 10:45:02.00)	61.8	80.9	58.1	52.2
(2019/10/21 11:00:02.00)	61.8	77.5	57.5	51.4
(2019/10/21 11:15:02.00)	57.3	77.0	54.1	51.8
(2019/10/21 11:30:02.00)	59.9	76.7	55.3	52.3
(2019/10/21 11:45:02.00)	62.5	77.8	63.7	52.2
(2019/10/21 12:00:02.00)	61.5	76.4	62.2	51.2
(2019/10/21 12:15:02.00)	61.3	76.3	60.2	50.7
(2019/10/21 12:30:02.00)	60.1	75.5	55.5	51.0
(2019/10/21 12:45:02.00)	61.3	77.5	55.6	50.8
(2019/10/21 13:00:02.00)	60.6	76.8	58.5	51.4
(2019/10/21 13:15:02.00)	62.4	77.9	60.7	51.6
(2019/10/21 13:30:02.00)	60.8	78.1	56.8	51.6
(2019/10/21 13:45:02.00)	59.0	78.4	54.4	51.0
(2019/10/21 14:00:02.00)	59.4	76.1	55.0	51.3
(2019/10/21 14:15:02.00)	58.1	77.2	54.6	51.5
(2019/10/21 14:30:02.00)	56.6	77.1	53.4	50.9
(2019/10/21 14:45:02.00)	61.0	77.1	57.9	51.0
(2019/10/21 15:00:02.00)	56.6	77.7	53.9	51.4
(2019/10/21 15:15:02.00)	63.0	80.1	62.8	51.7
(2019/10/21 15:30:02.00)	60.6	76.9	58.3	50.6
(2019/10/21 15:45:02.00)	58.5	74.9	54.6	50.7
(2019/10/21 16:00:02.00)	58.4	74.1	54.7	51.0
(2019/10/21 16:15:02.00)	57.5	74.7	53.8	50.9
(2019/10/21 16:30:02.00)	59.9	76.6	54.4	51.3
(2019/10/21 16:45:02.00)	61.6	77.8	57.7	51.2

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/21 07:00:02.00)	61.3	76.8	63.4	58.3
(2019/10/21 07:15:02.00)	71.9	95.5	64.9	58.0
(2019/10/21 07:30:01.00)	62.4	77.9	64.8	58.3
(2019/10/21 07:45:02.00)	64.2	89.6	65.1	58.2
(2019/10/21 08:00:01.00)	62.4	84.6	64.6	58.2
(2019/10/21 08:15:02.00)	60.7	78.0	62.3	58.3
(2019/10/21 08:30:02.00)	60.5	74.4	62.1	57.7
(2019/10/21 08:45:02.00)	61.8	77.5	63.1	58.0
(2019/10/21 09:00:01.00)	62.7	88.1	62.3	58.3
(2019/10/21 09:15:02.00)	59.8	69.6	61.3	57.9
(2019/10/21 09:30:02.00)	59.7	75.2	61.0	57.6
(2019/10/21 09:45:02.00)	61.0	76.4	62.1	57.7
(2019/10/21 10:00:02.00)	59.6	65.2	61.0	58.2
(2019/10/21 10:15:01.00)	60.1	75.4	61.1	58.2
(2019/10/21 10:30:02.00)	60.4	75.0	61.3	57.8
(2019/10/21 10:45:02.00)	61.8	86.1	62.8	58.1
(2019/10/21 11:00:02.00)	61.2	76.1	63.1	57.3
(2019/10/21 11:15:02.00)	59.6	74.3	60.5	57.7
(2019/10/21 11:30:02.00)	60.5	74.1	61.5	58.0
(2019/10/21 11:45:02.00)	61.9	76.2	64.9	58.0
(2019/10/21 12:00:02.00)	60.8	75.2	62.2	56.9
(2019/10/21 12:15:02.00)	60.4	74.3	62.3	56.5
(2019/10/21 12:30:02.00)	60.4	76.4	61.7	57.0
(2019/10/21 12:45:02.00)	60.5	78.5	61.2	56.4
(2019/10/21 13:00:02.00)	60.4	75.8	62.8	57.0
(2019/10/21 13:15:02.00)	61.4	78.3	63.5	57.1
(2019/10/21 13:30:02.00)	60.9	74.7	62.6	57.2
(2019/10/21 13:45:02.00)	59.9	74.5	61.2	57.1
(2019/10/21 14:00:02.00)	60.1	74.0	61.0	57.1
(2019/10/21 14:15:02.00)	59.9	76.1	60.6	57.5
(2019/10/21 14:30:02.00)	59.6	76.8	60.6	56.9
(2019/10/21 14:45:02.00)	60.4	75.8	61.9	57.1
(2019/10/21 15:00:02.00)	59.6	72.1	61.0	57.3
(2019/10/21 15:15:02.00)	62.1	75.8	64.8	57.6
(2019/10/21 15:30:02.00)	60.2	73.2	61.6	56.7
(2019/10/21 15:45:02.00)	59.8	73.8	61.3	56.7
(2019/10/21 16:00:02.00)	60.0	75.8	61.1	57.2
(2019/10/21 16:15:02.00)	60.3	76.0	61.0	57.1
(2019/10/21 16:30:02.00)	60.6	74.9	61.5	57.4
(2019/10/21 16:45:02.00)	60.7	75.4	62.1	57.3

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/21 07:00:01.00)	60.3	73.8	63.2	55.8
(2019/10/21 07:15:01.00)	61.2	80.3	63.3	56.4
(2019/10/21 07:30:01.00)	61.7	76.3	64.3	56.5
(2019/10/21 07:45:01.00)	62.7	78.3	64.4	56.6
(2019/10/21 08:00:01.00)	61.9	78.1	64.1	56.3
(2019/10/21 08:15:01.00)	60.5	76.1	62.9	56.2
(2019/10/21 08:30:01.00)	60.2	74.2	62.4	56.2
(2019/10/21 08:45:01.00)	61.8	80.2	64.2	56.2
(2019/10/21 09:00:01.00)	60.8	74.4	63.0	55.9
(2019/10/21 09:15:01.00)	59.7	74.9	62.4	55.4
(2019/10/21 09:30:01.00)	59.8	75.2	62.3	55.0
(2019/10/21 09:45:01.00)	61.5	77.2	63.5	55.1
(2019/10/21 10:00:01.00)	60.1	68.9	62.7	56.2
(2019/10/21 10:15:01.00)	62.0	82.8	63.4	56.3
(2019/10/21 10:30:01.00)	60.6	78.3	63.5	55.8
(2019/10/21 10:45:01.00)	61.1	79.2	63.2	55.7
(2019/10/21 11:00:02.00)	61.1	77.9	64.2	54.5
(2019/10/21 11:15:01.00)	60.2	78.7	62.8	55.7
(2019/10/21 11:30:01.00)	60.9	74.6	63.4	56.3
(2019/10/21 11:45:02.00)	62.3	83.2	64.7	55.9
(2019/10/21 12:00:01.00)	61.1	77.1	63.8	55.1
(2019/10/21 12:15:01.00)	60.7	79.4	63.5	54.8
(2019/10/21 12:30:01.00)	60.6	78.2	62.8	55.1
(2019/10/21 12:45:01.00)	60.1	74.6	62.7	54.4
(2019/10/21 13:00:02.00)	61.0	80.4	63.1	55.1
(2019/10/21 13:15:01.00)	60.8	77.5	63.6	55.0
(2019/10/21 13:30:01.00)	61.0	80.6	63.5	55.2
(2019/10/21 13:45:02.00)	60.3	79.9	62.1	55.1
(2019/10/21 14:00:01.00)	59.9	76.4	62.0	55.2
(2019/10/21 14:15:01.00)	59.8	73.5	62.1	55.7
(2019/10/21 14:30:01.00)	59.7	76.5	62.0	55.0
(2019/10/21 14:45:01.00)	60.6	76.7	62.6	55.4
(2019/10/21 15:00:01.00)	59.3	69.3	61.9	55.5
(2019/10/21 15:15:01.00)	62.6	80.1	65.1	55.9
(2019/10/21 15:30:01.00)	60.3	75.3	62.8	55.4
(2019/10/21 15:45:02.00)	60.5	75.8	62.7	55.1
(2019/10/21 16:00:01.00)	60.6	79.7	62.3	55.1
(2019/10/21 16:15:01.00)	61.0	76.7	63.2	55.7
(2019/10/21 16:30:01.00)	61.6	78.7	63.4	55.9
(2019/10/21 16:45:01.00)	61.3	75.9	63.5	55.8

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/21 17:00:02.00)	60.0	76.4	55.6	51.3
(2019/10/21 17:15:02.00)	59.8	77.6	54.2	50.9
(2019/10/21 17:30:02.00)	59.6	76.4	55.9	51.1
(2019/10/21 17:45:02.00)	63.4	77.7	65.2	50.9
(2019/10/21 18:00:02.00)	59.5	75.8	56.1	50.8
(2019/10/21 18:15:02.00)	61.3	77.5	60.0	50.8
(2019/10/21 18:30:02.00)	62.4	76.6	63.3	50.2
(2019/10/21 18:45:02.00)	65.6	84.7	63.1	50.3
(2019/10/21 19:00:02.00)	61.7	77.2	60.5	49.6
(2019/10/21 19:15:02.00)	61.1	76.1	61.2	48.9
(2019/10/21 19:30:02.00)	59.2	77.1	54.5	48.6
(2019/10/21 19:45:02.00)	60.6	76.4	56.9	48.8
(2019/10/21 20:00:02.00)	61.5	76.1	61.4	48.9
(2019/10/21 20:15:02.00)	55.0	75.6	51.6	47.9
(2019/10/21 20:30:02.00)	55.3	73.0	52.0	48.3
(2019/10/21 20:45:02.00)	58.3	75.2	51.8	47.7
(2019/10/21 21:00:02.00)	49.4	55.1	51.1	47.2
(2019/10/21 21:15:02.00)	48.9	55.3	50.1	47.2
(2019/10/21 21:30:02.00)	56.8	74.4	50.1	46.1
(2019/10/21 21:45:02.00)	57.3	76.2	50.2	44.9
(2019/10/21 22:00:02.00)	57.8	75.4	50.5	44.8
(2019/10/21 22:15:02.00)	59.3	75.7	52.6	44.4
(2019/10/21 22:30:02.00)	59.1	75.2	53.3	44.2
(2019/10/21 22:45:02.00)	61.5	79.5	56.7	43.4
(2019/10/21 23:00:02.00)	59.4	76.1	54.1	41.8
(2019/10/21 23:15:02.00)	63.1	77.5	65.7	43.0
(2019/10/21 23:30:02.00)	62.2	78.7	62.9	42.8
(2019/10/21 23:45:02.00)	62.4	78.1	62.3	43.0
(2019/10/22 00:00:02.00)	57.8	78.4	46.1	41.4
(2019/10/22 00:15:02.00)	55.7	77.8	44.7	40.8
(2019/10/22 00:30:02.00)	54.5	75.1	44.0	40.2
(2019/10/22 00:45:01.00)	41.8	46.2	43.3	40.0
(2019/10/22 01:00:02.00)	57.5	75.8	46.1	40.8
(2019/10/22 01:15:02.00)	54.2	74.8	44.9	39.8
(2019/10/22 01:30:01.00)	56.9	75.9	45.7	40.0
(2019/10/22 01:45:02.00)	56.9	76.1	45.1	40.1
(2019/10/22 02:00:02.00)	43.2	47.2	44.8	40.9
(2019/10/22 02:15:02.00)	40.6	46.1	42.0	38.6
(2019/10/22 02:30:02.00)	40.6	45.5	42.0	38.9
(2019/10/22 02:45:02.00)	42.0	47.5	43.5	40.0

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/21 17:00:02.00)	60.8	75.0	62.5	57.3
(2019/10/21 17:15:02.00)	60.3	74.2	61.4	57.3
(2019/10/21 17:30:02.00)	61.0	76.2	62.8	57.2
(2019/10/21 17:45:01.00)	61.7	78.3	65.0	56.8
(2019/10/21 18:00:02.00)	59.9	75.8	61.3	56.6
(2019/10/21 18:15:02.00)	60.7	74.5	63.1	56.7
(2019/10/21 18:30:02.00)	61.0	77.8	64.1	56.0
(2019/10/21 18:45:02.00)	64.4	84.6	64.9	56.2
(2019/10/21 19:00:01.00)	60.0	76.2	62.2	55.5
(2019/10/21 19:15:01.00)	60.0	75.2	62.7	55.0
(2019/10/21 19:30:02.00)	58.9	77.0	60.2	54.5
(2019/10/21 19:45:02.00)	59.6	75.2	61.5	54.6
(2019/10/21 20:00:02.00)	59.8	76.9	61.9	54.4
(2019/10/21 20:15:02.00)	56.6	74.1	57.5	53.2
(2019/10/21 20:30:02.00)	56.2	71.4	57.3	53.1
(2019/10/21 20:45:02.00)	57.4	73.9	57.8	52.8
(2019/10/21 21:00:02.00)	54.6	63.4	56.4	52.3
(2019/10/21 21:15:02.00)	54.5	60.9	56.1	52.4
(2019/10/21 21:30:02.00)	57.5	77.3	57.0	51.4
(2019/10/21 21:45:02.00)	55.9	73.1	56.1	50.3
(2019/10/21 22:00:02.00)	56.2	76.0	56.3	50.0
(2019/10/21 22:15:02.00)	57.2	75.6	58.7	49.4
(2019/10/21 22:30:02.00)	56.9	77.6	58.5	49.1
(2019/10/21 22:45:02.00)	57.6	77.0	59.9	48.1
(2019/10/21 23:00:02.00)	57.8	76.1	60.2	46.7
(2019/10/21 23:15:02.00)	58.9	76.0	63.3	48.1
(2019/10/21 23:30:02.00)	59.1	74.0	63.4	48.4
(2019/10/21 23:45:02.00)	58.1	75.3	62.0	47.4
(2019/10/22 00:00:02.00)	54.6	71.7	55.0	46.8
(2019/10/22 00:15:01.00)	53.1	72.7	51.9	46.0
(2019/10/22 00:30:01.00)	53.7	71.8	57.4	45.4
(2019/10/22 00:45:01.00)	49.3	59.2	52.7	45.2
(2019/10/22 01:00:01.00)	54.9	73.7	55.8	45.5
(2019/10/22 01:15:01.00)	52.0	71.1	50.4	44.4
(2019/10/22 01:30:01.00)	53.1	70.2	51.7	44.6
(2019/10/22 01:45:01.00)	53.4	70.4	52.3	44.7
(2019/10/22 02:00:01.00)	48.6	62.5	50.3	45.3
(2019/10/22 02:15:01.00)	46.8	62.4	47.7	43.8
(2019/10/22 02:30:01.00)	46.3	61.2	47.7	43.8
(2019/10/22 02:45:01.00)	48.8	61.3	50.2	45.5

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/21 17:00:02.00)	61.1	74.7	63.2	56.4
(2019/10/21 17:15:01.00)	60.4	73.3	62.9	55.6
(2019/10/21 17:30:01.00)	61.3	77.1	63.2	56.1
(2019/10/21 17:45:02.00)	61.9	77.1	64.3	55.3
(2019/10/21 18:00:01.00)	60.8	77.5	62.9	55.9
(2019/10/21 18:15:01.00)	61.7	81.6	63.7	56.0
(2019/10/21 18:30:01.00)	61.2	76.5	63.7	54.7
(2019/10/21 18:45:01.00)	62.3	81.5	63.7	54.8
(2019/10/21 19:00:02.00)	60.4	77.2	63.0	53.7
(2019/10/21 19:15:01.00)	59.8	75.3	62.4	53.3
(2019/10/21 19:30:01.00)	58.8	75.5	61.2	52.5
(2019/10/21 19:45:02.00)	60.0	78.9	62.6	52.5
(2019/10/21 20:00:01.00)	59.3	74.7	61.7	53.1
(2019/10/21 20:15:01.00)	57.4	73.0	60.1	52.8
(2019/10/21 20:30:01.00)	57.3	73.0	60.1	52.9
(2019/10/21 20:45:01.00)	58.1	74.2	60.7	52.5
(2019/10/21 21:00:01.00)	56.8	68.7	59.6	52.5
(2019/10/21 21:15:01.00)	55.3	66.3	58.0	52.0
(2019/10/21 21:30:01.00)	58.1	76.9	59.8	51.2
(2019/10/21 21:45:02.00)	56.5	75.9	58.9	50.2
(2019/10/21 22:00:01.00)	56.5	72.9	59.6	49.4
(2019/10/21 22:15:01.00)	57.6	73.8	59.8	49.2
(2019/10/21 22:30:01.00)	57.7	79.6	60.0	49.0
(2019/10/21 22:45:01.00)	58.0	75.3	61.9	47.9
(2019/10/21 23:00:02.00)	57.4	75.2	60.7	46.8
(2019/10/21 23:15:02.00)	58.9	74.3	62.0	47.9
(2019/10/21 23:30:01.00)	58.9	74.7	62.1	48.4
(2019/10/21 23:45:02.00)	58.0	75.0	60.8	48.1
(2019/10/22 00:00:02.00)	54.9	74.0	57.1	46.0
(2019/10/22 00:15:01.00)	53.2	71.1	56.0	45.7
(2019/10/22 00:30:01.00)	53.4	72.3	56.0	44.6
(2019/10/22 00:45:01.00)	52.1	66.6	56.0	44.2
(2019/10/22 01:00:01.00)	55.4	73.8	57.8	45.3
(2019/10/22 01:15:01.00)	52.7	69.5	54.6	44.9
(2019/10/22 01:30:01.00)	53.5	72.3	55.6	44.3
(2019/10/22 01:45:01.00)	53.7	71.2	55.2	44.6
(2019/10/22 02:00:01.00)	50.0	65.3	52.0	45.5
(2019/10/22 02:15:01.00)	49.8	68.6	50.0	43.4
(2019/10/22 02:30:01.00)	47.6	63.5	48.1	43.0
(2019/10/22 02:45:01.00)	49.8	62.1	52.2	44.8

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Date	LAeq	LAFmax	LA10	LA90
(2019/10/22 03:00:01.00)	41.9	46.8	43.7	39.7
(2019/10/22 03:15:02.00)	61.9	79.3	53.7	40.3
(2019/10/22 03:30:02.00)	43.9	49.8	45.5	41.9
(2019/10/22 03:45:02.00)	43.0	48.7	44.3	41.3
(2019/10/22 04:00:01.00)	43.5	50.1	44.8	41.7
(2019/10/22 04:15:02.00)	43.6	48.7	45.2	41.2
(2019/10/22 04:30:01.00)	59.5	79.4	48.4	43.6
(2019/10/22 04:45:02.00)	49.1	68.4	49.7	44.9
(2019/10/22 05:00:02.00)	48.4	52.0	50.2	46.1
(2019/10/22 05:15:02.00)	54.7	71.5	52.3	47.0
(2019/10/22 05:30:02.00)	49.6	51.8	51.0	48.0
(2019/10/22 05:45:02.00)	49.7	53.5	51.4	47.4
(2019/10/22 06:00:02.00)	69.4	85.1	70.5	50.3
(2019/10/22 06:15:02.00)	68.4	83.7	67.5	48.6
(2019/10/22 06:30:02.00)	71.1	84.6	74.6	48.3
(2019/10/22 06:45:02.00)	69.3	82.7	71.7	48.1
(2019/10/22 07:00:02.00)	71.3	86.7	75.2	49.7
(2019/10/22 07:15:02.00)	68.4	83.4	68.9	51.9
(2019/10/22 07:30:02.00)	69.6	83.9	71.9	53.8
(2019/10/22 07:45:02.00)	67.1	82.0	68.6	52.2
(2019/10/22 08:00:02.00)	69.0	81.5	73.1	49.8
(2019/10/22 08:15:02.00)	67.4	82.2	68.4	50.4
(2019/10/22 08:30:02.00)	68.5	83.6	68.4	49.6
(2019/10/22 08:45:02.00)	69.6	83.3	72.5	50.4
(2019/10/22 09:00:02.00)	68.0	83.0	70.9	50.6
(2019/10/22 09:15:02.00)	69.4	83.7	71.9	49.7
(2019/10/22 09:30:02.00)	67.9	83.7	64.9	48.5
(2019/10/22 09:45:02.00)	64.3	81.9	55.4	48.8
(2019/10/22 10:00:02.00)	66.6	83.6	57.5	48.8
(2019/10/22 10:15:02.00)	66.6	83.2	60.1	48.1
(2019/10/22 10:30:02.00)	62.8	83.8	51.6	47.1
(2019/10/22 10:45:02.00)	50.4	56.0	52.2	48.4
(2019/10/22 11:00:02.00)	64.1	84.0	55.0	48.9
(2019/10/22 11:15:02.00)	61.7	81.9	52.3	47.9
(2019/10/22 11:30:02.00)	50.6	58.3	52.8	47.3
(2019/10/22 11:45:02.00)	64.4	82.1	52.9	48.7
(2019/10/22 12:00:02.00)	64.8	83.5	57.2	48.2
(2019/10/22 12:15:02.00)	65.4	82.1	57.9	49.5
(2019/10/22 12:30:02.00)	69.0	83.8	72.4	49.2
(2019/10/22 12:45:02.00)	63.0	83.4	53.9	48.7

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Date	LAeq	LAFmax	LA10	LA90
(2019/10/22 03:00:01.00)	48.0	62.7	50.1	44.7
(2019/10/22 03:15:01.00)	58.2	75.1	58.5	45.4
(2019/10/22 03:30:01.00)	53.7	75.2	53.9	46.6
(2019/10/22 03:45:01.00)	48.6	61.2	50.2	46.4
(2019/10/22 04:00:01.00)	49.6	61.8	51.1	46.6
(2019/10/22 04:15:01.00)	48.9	63.3	51.1	44.5
(2019/10/22 04:30:02.00)	59.9	80.0	55.1	46.4
(2019/10/22 04:45:01.00)	50.6	70.2	52.0	47.3
(2019/10/22 05:00:02.00)	50.2	60.9	51.5	47.9
(2019/10/22 05:15:02.00)	56.0	74.6	53.7	48.7
(2019/10/22 05:30:02.00)	52.0	65.2	53.1	50.1
(2019/10/22 05:45:02.00)	52.8	71.8	54.6	50.0
(2019/10/22 06:00:01.00)	68.9	83.9	71.6	52.2
(2019/10/22 06:15:02.00)	67.5	82.5	68.0	50.8
(2019/10/22 06:30:01.00)	69.7	83.6	73.6	51.4
(2019/10/22 06:45:02.00)	68.5	81.7	71.6	50.9
(2019/10/22 07:00:02.00)	76.1	101.6	76.4	52.1
(2019/10/22 07:15:02.00)	70.7	95.6	72.3	53.3
(2019/10/22 07:30:02.00)	68.4	82.4	69.6	54.4
(2019/10/22 07:45:02.00)	67.9	91.9	71.0	54.2
(2019/10/22 08:00:02.00)	68.0	89.8	72.3	52.7
(2019/10/22 08:15:02.00)	67.7	81.7	71.2	53.0
(2019/10/22 08:30:02.00)	66.9	82.6	65.8	51.8
(2019/10/22 08:45:02.00)	68.8	82.6	72.0	52.0
(2019/10/22 09:00:02.00)	67.3	82.2	70.1	52.3
(2019/10/22 09:15:02.00)	68.4	82.5	71.4	51.6
(2019/10/22 09:30:01.00)	66.9	83.3	67.7	50.7
(2019/10/22 09:45:02.00)	64.1	88.8	58.7	51.1
(2019/10/22 10:00:02.00)	65.9	82.5	61.3	50.7
(2019/10/22 10:15:01.00)	66.0	84.3	62.2	49.9
(2019/10/22 10:30:02.00)	61.5	82.9	56.6	49.1
(2019/10/22 10:45:02.00)	53.6	68.5	55.6	50.5
(2019/10/22 11:00:02.00)	63.1	84.0	57.4	50.3
(2019/10/22 11:15:02.00)	61.2	83.4	56.4	49.7
(2019/10/22 11:30:02.00)	61.3	83.0	56.8	50.8
(2019/10/22 11:45:01.00)	61.8	85.7	57.6	51.4
(2019/10/22 12:00:02.00)	64.3	85.8	59.6	51.7
(2019/10/22 12:15:02.00)	65.3	84.6	61.0	51.8
(2019/10/22 12:30:02.00)	68.5	84.5	73.0	51.8
(2019/10/22 12:45:02.00)	62.9	83.9	57.5	51.7

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Date	LAeq	LAFmax	LA10	LA90
(2019/10/22 03:00:01.00)	50.5	66.5	52.9	44.2
(2019/10/22 03:15:01.00)	58.2	77.9	58.0	44.8
(2019/10/22 03:30:01.00)	51.3	66.9	53.8	45.6
(2019/10/22 03:45:01.00)	49.9	64.6	51.9	45.7
(2019/10/22 04:00:01.00)	51.7	65.2	54.8	46.2
(2019/10/22 04:15:01.00)	52.6	64.4	56.0	46.6
(2019/10/22 04:30:01.00)	59.3	76.7	59.0	50.8
(2019/10/22 04:45:01.00)	55.5	70.9	57.7	51.5
(2019/10/22 05:00:01.00)	56.1	64.4	58.5	52.9
(2019/10/22 05:15:01.00)	58.0	68.9	60.0	54.4
(2019/10/22 05:30:01.00)	58.3	68.2	60.3	55.6
(2019/10/22 05:45:01.00)	59.4	73.2	61.5	56.5
(2019/10/22 06:00:01.00)	66.8	82.8	69.7	57.1
(2019/10/22 06:15:01.00)	66.5	83.0	68.3	54.9
(2019/10/22 06:30:01.00)	68.6	84.0	71.6	57.3
(2019/10/22 06:45:01.00)	68.0	81.3	70.7	58.3
(2019/10/22 07:00:01.00)	69.2	82.1	73.5	59.8
(2019/10/22 07:15:01.00)	67.2	81.7	69.4	59.3
(2019/10/22 07:30:01.00)	67.6	82.7	69.4	59.7
(2019/10/22 07:45:01.00)	66.8	80.0	69.4	59.3
(2019/10/22 08:00:01.00)	66.9	80.5	70.1	57.9
(2019/10/22 08:15:01.00)	66.8	80.5	69.8	59.0
(2019/10/22 08:30:01.00)	66.3	80.6	66.6	58.4
(2019/10/22 08:45:01.00)	68.1	82.0	69.9	59.6
(2019/10/22 09:00:01.00)	66.9	81.5	69.2	59.3
(2019/10/22 09:15:01.00)	67.3	82.8	69.2	58.1
(2019/10/22 09:30:01.00)	66.7	83.6	67.4	57.2
(2019/10/22 09:45:01.00)	64.3	81.4	63.9	58.0
(2019/10/22 10:00:01.00)	65.9	83.1	64.6	57.7
(2019/10/22 10:15:01.00)	65.1	82.9	65.3	57.2
(2019/10/22 10:30:01.00)	62.1	81.4	62.5	56.3
(2019/10/22 10:45:01.00)	60.0	74.8	62.3	55.8
(2019/10/22 11:00:01.00)	63.5	84.0	62.9	56.4
(2019/10/22 11:15:01.00)	62.7	82.3	61.9	55.5
(2019/10/22 11:30:01.00)	62.4	81.7	63.0	57.0
(2019/10/22 11:45:01.00)	63.3	83.3	62.8	56.4
(2019/10/22 12:00:01.00)	64.4	83.5	64.2	57.1
(2019/10/22 12:15:01.00)	64.7	83.4	64.8	57.2
(2019/10/22 12:30:01.00)	67.4	84.5	70.8	57.7
(2019/10/22 12:45:01.00)	63.2	83.4	62.9	56.6

Gerald Villa

Date	LAeq	LAFmax	LA10	LA90
(2019/10/22 13:00:02.00)	64.7	81.2	55.7	48.8
(2019/10/22 13:15:02.00)	65.9	82.7	62.3	48.9
(2019/10/22 13:30:02.00)	66.3	82.2	63.1	48.0
(2019/10/22 13:45:02.00)	65.3	82.0	62.6	49.5
(2019/10/22 14:00:02.00)	68.9	83.2	72.2	50.5
(2019/10/22 14:15:02.00)	67.8	82.6	69.2	50.2
(2019/10/22 14:30:02.00)	61.8	82.2	54.9	48.6
(2019/10/22 14:45:02.00)	63.0	82.5	53.7	48.5
(2019/10/22 15:00:02.00)	65.8	82.0	57.3	50.2
(2019/10/22 15:15:02.00)	66.1	82.4	59.9	49.6
(2019/10/22 15:30:02.00)	63.5	82.3	54.3	49.6
(2019/10/22 15:45:02.00)	53.4	67.6	54.5	50.6
(2019/10/22 16:00:02.00)	64.5	81.2	57.4	50.1
(2019/10/22 16:15:02.00)	67.2	83.9	66.2	51.0
(2019/10/22 16:30:02.00)	63.7	82.8	56.7	51.6
(2019/10/22 16:45:02.00)	68.8	85.9	71.0	51.4
(2019/10/22 17:00:02.00)	68.4	83.1	72.1	51.8
(2019/10/22 17:15:02.00)	65.9	81.8	59.6	52.5
(2019/10/22 17:30:02.00)	65.8	81.4	62.8	50.5
(2019/10/22 17:45:02.00)	66.1	82.9	63.2	54.2
(2019/10/22 18:00:02.00)	65.9	82.0	61.5	53.1
(2019/10/22 18:15:02.00)	65.3	81.8	59.6	55.3
(2019/10/22 18:30:02.00)	63.6	81.4	58.9	55.0
(2019/10/22 18:45:02.00)	65.3	82.6	58.5	53.2
(2019/10/22 19:00:02.00)	66.7	82.3	64.0	53.1
(2019/10/22 19:15:02.00)	66.0	82.3	62.6	52.8
(2019/10/22 19:30:02.00)	66.9	81.9	65.0	55.2
(2019/10/22 19:45:02.00)	65.6	81.8	65.5	54.6
(2019/10/22 20:00:02.00)	66.9	81.9	67.7	53.4
(2019/10/22 20:15:02.00)	67.0	82.3	68.0	53.6
(2019/10/22 20:30:02.00)	67.2	82.7	65.7	53.3
(2019/10/22 20:45:02.00)	66.5	86.7	57.2	52.8
(2019/10/22 21:00:02.00)	66.7	86.2	57.7	51.9
(2019/10/22 21:15:02.00)	62.0	82.3	56.9	51.8
(2019/10/22 21:30:02.00)	59.2	78.7	55.9	50.5
(2019/10/22 21:45:02.00)	64.2	85.2	56.0	51.1
(2019/10/22 22:00:02.00)	61.4	79.7	55.8	49.1
(2019/10/22 22:15:02.00)	68.9	91.2	54.5	48.9
(2019/10/22 22:30:02.00)	52.2	59.2	54.4	48.5
(2019/10/22 22:45:02.00)	51.8	57.4	54.1	48.7

Brookside

Date	LAeq	LAFmax	LA10	LA90
(2019/10/22 13:00:01.00)	64.8	84.4	59.5	51.6
(2019/10/22 13:15:02.00)	65.7	83.5	65.1	51.6
(2019/10/22 13:30:02.00)	66.2	84.1	65.5	50.4
(2019/10/22 13:45:02.00)	66.0	82.9	66.4	51.6
(2019/10/22 14:00:02.00)	68.6	84.3	71.7	53.6
(2019/10/22 14:15:02.00)	67.5	83.8	68.5	52.5
(2019/10/22 14:30:02.00)	62.1	83.5	58.7	50.7
(2019/10/22 14:45:02.00)	62.6	81.5	58.0	51.7
(2019/10/22 15:00:02.00)	66.6	83.8	66.5	52.8
(2019/10/22 15:15:02.00)	66.1	83.6	63.7	52.2
(2019/10/22 15:30:02.00)	59.3	80.1	57.0	51.4
(2019/10/22 15:45:02.00)	56.4	79.7	57.8	52.8
(2019/10/22 16:00:02.00)	65.0	82.4	61.6	52.3
(2019/10/22 16:15:02.00)	67.3	84.6	68.6	53.4
(2019/10/22 16:30:02.00)	63.5	83.6	59.2	53.5
(2019/10/22 16:45:02.00)	68.5	85.4	71.6	53.0
(2019/10/22 17:00:02.00)	68.5	83.4	72.7	54.1
(2019/10/22 17:15:02.00)	65.6	82.1	61.2	54.6
(2019/10/22 17:30:02.00)	66.9	82.2	68.7	53.4
(2019/10/22 17:45:02.00)	65.0	82.5	62.2	54.8
(2019/10/22 18:00:02.00)	66.0	82.2	62.9	55.2
(2019/10/22 18:15:02.00)	65.0	81.8	61.0	55.3
(2019/10/22 18:30:02.00)	63.9	81.0	62.3	56.0
(2019/10/22 18:45:02.00)	65.5	82.9	63.1	54.2
(2019/10/22 19:00:02.00)	66.8	82.6	66.6	54.3
(2019/10/22 19:15:01.00)	66.0	82.0	63.9	54.7
(2019/10/22 19:30:02.00)	66.8	81.8	66.7	55.8
(2019/10/22 19:45:02.00)	65.6	81.7	66.7	55.0
(2019/10/22 20:00:02.00)	66.9	81.4	68.2	53.5
(2019/10/22 20:15:02.00)	68.1	82.4	70.9	54.0
(2019/10/22 20:30:02.00)	66.1	82.7	63.4	53.5
(2019/10/22 20:45:02.00)	67.5	87.2	61.3	52.8
(2019/10/22 21:00:02.00)	64.8	85.6	57.0	52.1
(2019/10/22 21:15:02.00)	61.5	81.8	56.8	51.9
(2019/10/22 21:30:02.00)	59.4	79.3	56.1	51.1
(2019/10/22 21:45:02.00)	63.8	85.1	56.6	51.8
(2019/10/22 22:00:02.00)	61.9	80.2	59.2	50.0
(2019/10/22 22:15:02.00)	68.3	90.8	57.2	49.9
(2019/10/22 22:30:02.00)	53.4	63.3	55.6	50.0
(2019/10/22 22:45:02.00)	52.8	63.7	54.8	49.5

The Old Elm

Date	LAeq	LAFmax	LA10	LA90
(2019/10/22 13:00:01.00)	65.5	84.2	64.8	57.1
(2019/10/22 13:15:01.00)	64.8	84.0	65.9	57.0
(2019/10/22 13:30:01.00)	65.3	83.6	66.3	56.3
(2019/10/22 13:45:01.00)	65.7	83.3	66.7	57.1
(2019/10/22 14:00:01.00)	67.9	83.9	70.4	58.3
(2019/10/22 14:15:01.00)	67.5	83.8	69.5	57.3
(2019/10/22 14:30:01.00)	63.6	83.7	63.5	57.5
(2019/10/22 14:45:01.00)	63.2	81.6	63.4	57.7
(2019/10/22 15:00:01.00)	66.4	82.1	66.8	57.3
(2019/10/22 15:15:01.00)	65.3	81.9	65.2	57.3
(2019/10/22 15:30:01.00)	61.0	78.0	62.5	56.5
(2019/10/22 15:45:01.00)	61.0	80.6	62.8	57.4
(2019/10/22 16:00:01.00)	65.0	82.4	64.8	57.7
(2019/10/22 16:15:01.00)	66.8	82.5	67.7	58.8
(2019/10/22 16:30:01.00)	63.9	82.0	63.6	58.5
(2019/10/22 16:45:01.00)	67.5	83.6	70.2	57.9
(2019/10/22 17:00:01.00)	67.8	82.6	70.5	58.4
(2019/10/22 17:15:01.00)	65.6	82.0	63.8	58.6
(2019/10/22 17:30:02.00)	66.1	80.8	66.8	58.4
(2019/10/22 17:45:01.00)	65.3	81.9	65.1	59.9
(2019/10/22 18:00:01.00)	66.0	81.6	65.3	59.7
(2019/10/22 18:15:01.00)	65.3	80.6	64.9	60.4
(2019/10/22 18:30:01.00)	64.6	81.0	64.5	60.4
(2019/10/22 18:45:01.00)	65.1	81.8	64.4	58.8
(2019/10/22 19:00:01.00)	66.1	81.3	66.0	57.7
(2019/10/22 19:15:01.00)	65.7	81.6	64.8	58.4
(2019/10/22 19:30:02.00)	66.4	81.2	66.4	59.8
(2019/10/22 19:45:01.00)	65.0	80.1	65.7	58.8
(2019/10/22 20:00:02.00)	66.0	83.8	67.5	57.5
(2019/10/22 20:15:02.00)	66.5	81.1	69.2	57.3
(2019/10/22 20:30:01.00)	65.0	81.1	64.3	56.6
(2019/10/22 20:45:01.00)	66.1	86.0	62.9	56.2
(2019/10/22 21:00:01.00)	62.8	82.8	62.1	55.5
(2019/10/22 21:15:01.00)	61.5	79.1	61.6	55.3
(2019/10/22 21:30:02.00)	59.6	75.1	60.6	54.7
(2019/10/22 21:45:01.00)	62.1	81.8	60.9	55.0
(2019/10/22 22:00:02.00)	62.1	82.4	61.5	52.7
(2019/10/22 22:15:02.00)	66.7	87.6	60.7	53.4
(2019/10/22 22:30:01.00)	57.6	67.2	60.0	53.6
(2019/10/22 22:45:01.00)	57.0	65.9	59.5	52.8

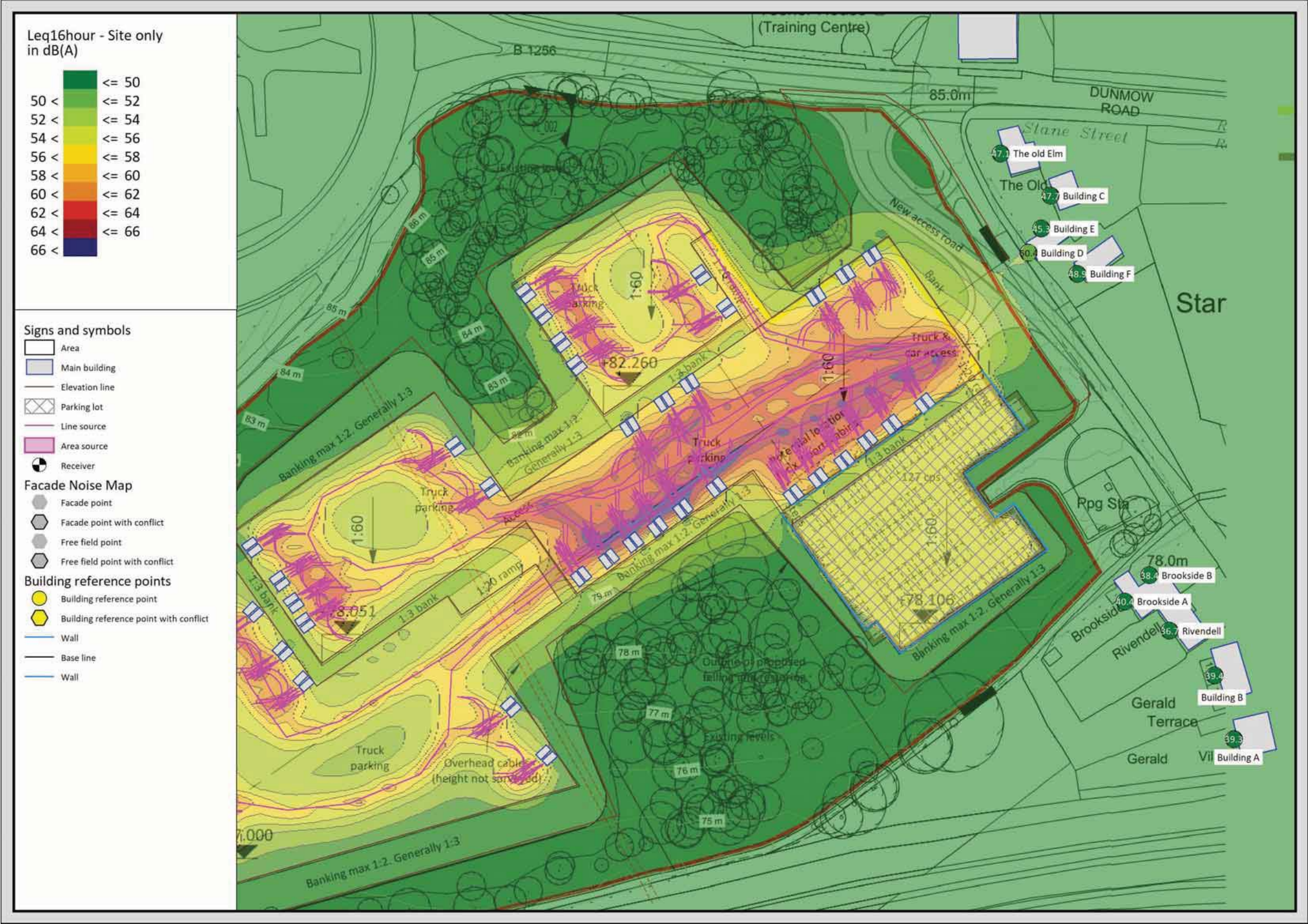
Summary of Results

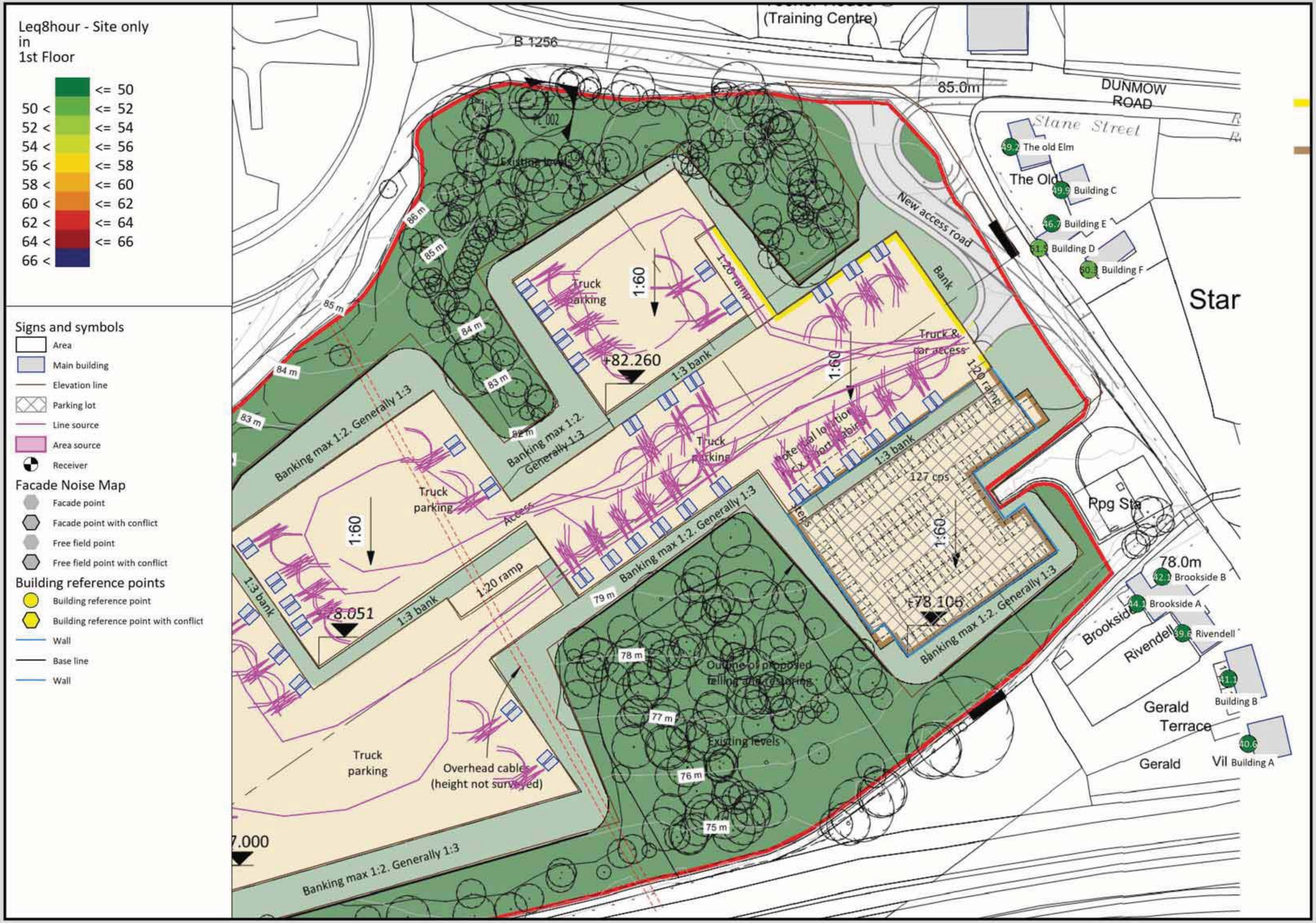
Gerald Villa	Day		Night			Development Peak Night Hour (06:00-07:00)		
	LAeq,16Hr	LA90, Modal	LAeq, 8Hr	LA90, Modal	LAMAX (90th%)	LAeq,1Hr	LA90, Modal	LAMAX, 90th%)
Thursday 17th	--	--	64	41	87	71	53	87
Friday 18th	66	55	62	45	84	69	54	85
Saturday 19th	67	53	63	50	84	71	48	88
Sunday 20th	60	48	56	45	77	57	53	77
Monday 21st	60	51	62	40	82	70	48	85
Tuesday 22nd	66	49	--	--	--	--	--	--
	Day		Night			Development Peak Night Hour (06:00-07:00)		
	LAeq,16Hr	LA90, Modal	LAeq, 8Hr	LA90, Modal	LAMAX (90th%)	LAeq,1Hr	LA90, Modal	LAMAX, 90th%)
"Typical" Values	65	51	62	45	86	69	53	87

Brookside	Day		Night			Development Peak Night Hour (06:00-07:00)		
	LAeq,16Hr	LA90, Modal	LAeq, 8Hr	LA90, Modal	LAMAX (90th%)	LAeq,1Hr	LA90, Modal	LAMAX, 90th%)
Thursday 17th	--	--	63	46	88	70	53	88
Friday 18th	66	57	61	42	84	69	53	85
Saturday 19th	66	54	64	53	83	70	64	87
Sunday 20th	60	54	56	49	76	60	59	79
Monday 21st	61	57	61	40	82	69	51	84
Tuesday 22nd	67	52	--	--	--	--	--	--
	Day		Night			Development Peak Night Hour (06:00-07:00)		
	LAeq,16Hr	LA90, Modal	LAeq, 8Hr	LA90, Modal	LAMAX (90th%)	LAeq,1Hr	LA90, Modal	LAMAX, 90th%)
"Typical" Values	65	54	62	46	87	69	53	87

The Old Elm	Day		Night			Development Peak Night Hour (06:00-07:00)		
	LAeq,16Hr	LA90, Modal	LAeq, 8Hr	LA90, Modal	LAMAX (90th%)	LAeq,1Hr	LA90, Modal	LAMAX, 90th%)
Thursday 17th	--	--	62	51	86	69	60	87
Friday 18th	66	60	61	47	83	67	58	83
Saturday 19th	66	58	60	52	82	67	49	85
Sunday 20th	59	52	55	45	77	59	56	76
Monday 21st	60	56	60	46	81	68	57	84
Tuesday 22nd	65	58	--	--	--	--	--	--
	Day		Night			Development Peak Night Hour (06:00-07:00)		
	LAeq,16Hr	LA90, Modal	LAeq, 8Hr	LA90, Modal	LAMAX (90th%)	LAeq,1Hr	LA90, Modal	LAMAX, 90th%)
"Typical" Values	64	58	60	47	85	67	57	87

Appendix B: Site Noise - SoundPLAN Computer Model Outputs and BS4142 Analysis


Leq16hour - Site only
in dB(A)
<= 50
50 < <= 52
52 < <= 54
54 < <= 56
56 < <= 58
58 < <= 60
60 < <= 62
62 < <= 64
64 < <= 66
66 <
Signs and symbols
Area
Main building
Elevation line
Parking lot
Line source
Area source
Receiver
Facade Noise Map
Facade point
Facade point with conflict
Free field point
Free field point with conflict
Building reference points
Building reference point
Building reference point with conflict
Wall
Base line
Wall
(Training Centre)
B 1256
85.0m
DUNMOW
ROAD
Stane Street
The old Elm
Building C
Building E
Building D
Building F
Star
New access road
Bank
Truck parking
1:60
+82.260
1:3 bank
Truck & car access
Banking max 1:2. Generally 1:3
Generally 1:3
127 cps
Rpg Sta
+78.106
78.0m
Brookside B
Brookside A
Brookside
Rivendell
Building B
Gerald
Terrace
Building A
1:20 ramp
Overhead cable
(height not surveyed)
Existing levels
Banking max 1:2. Generally 1:3


Leq8hour - Site only
in
1st Floor
<= 50
50 < <= 52
52 < <= 54
54 < <= 56
56 < <= 58
58 < <= 60
60 < <= 62
62 < <= 64
64 < <= 66
66 <
Signs and symbols
Area
Main building
Elevation line
Parking lot
Line source
Area source
Receiver
Facade Noise Map
Facade point
Facade point with conflict
Free field point
Free field point with conflict
Building reference points
Building reference point
Building reference point with conflict
Wall
Base line
Wall
(Training Centre)
B 1256
85.0m
DUNMOW
ROAD
Stane Street
49.2 The old Elm
The Old
49.9 Building C
46.7 Building E
51.5 Building D
50.3 Building F
Star
New access road
Bank
Truck & car access
1:20 ramp
Truck parking
1:60
+82.260
1:3 bank
Banking max 1:2. Generally 1:3
Access
+78.051
127 cps
+78.106
Steps
Rpg Sta
78.0m
42.1 Brookside B
44.1 Brookside A
39.6 Rivendell
41.1 Building B
40.6 Building A
Brookside
Rivendell
Gerald Terrace
Gerald
Vil
Outline of proposed felling and restoring
Existing levels
Overhead cables (height not surveyed)
86 m
85 m
84 m
83 m
82 m
79 m
78 m
77 m
76 m
75 m
7.000

Wren distribution
Hourly contribution level in dB(A)
"Site noise.sit"

0-1 o'clock dB(A)	1-2 o'clock dB(A)	2-3 o'clock dB(A)	3-4 o'clock dB(A)	4-5 o'clock dB(A)	5-6 o'clock dB(A)	6-7 o'clock dB(A)	7-8 o'clock dB(A)	8-9 o'clock dB(A)	9-10 o'clock dB(A)	10-11 o'clock dB(A)	11-12 o'clock dB(A)	12-13 o'clock dB(A)	13-14 o'clock dB(A)	14-15 o'clock dB(A)	15-16 o'clock dB(A)	16-17 o'clock dB(A)	17-18 o'clock dB(A)	18-19 o'clock dB(A)	19-20 o'clock dB(A)	20-21 o'clock dB(A)	21-22 o'clock dB(A)	22-23 o'clock dB(A)	23-24 o'clock dB(A)
Receiver Brookside A Fl GF LrD 40.4 dB(A) LrN 41.7 dB(A) Lmax 54.4 dB(A)																							
35.7	35.1	29.1	32.3	42.0	46.0	46.7	32.3	33.9	31.1	34.7	39.5	44.1	43.3	44.3	43.3	42.4	40.4	37.9	36.6	39.7	39.3	38.8	37.9
Receiver Brookside A Fl F 1 LrD 42.8 dB(A) LrN 44.1 dB(A) Lmax 56.2 dB(A)																							
37.9	37.6	32.0	34.1	44.1	48.4	49.2	34.1	36.5	32.8	36.6	41.9	46.4	45.7	46.8	45.6	44.7	42.8	40.1	38.7	42.2	41.8	41.5	40.4
Receiver Brookside B Fl GF LrD 38.4 dB(A) LrN 39.4 dB(A) Lmax 57.4 dB(A)																							
33.5	33.3	28.2	27.9	38.8	43.6	44.6	27.9	32.1	26.6	31.3	37.6	41.9	41.4	42.5	41.0	40.2	38.4	35.4	33.6	38.0	37.6	37.6	36.2
Receiver Brookside B Fl F 1 LrD 41.1 dB(A) LrN 42.1 dB(A) Lmax 58.7 dB(A)																							
36.1	36.0	31.1	30.4	41.5	46.4	47.4	30.4	34.9	29.2	33.9	40.3	44.6	44.2	45.2	43.7	42.9	41.1	38.1	36.3	40.8	40.4	40.3	39.0
Receiver Building A Fl GF LrD 39.3 dB(A) LrN 40.0 dB(A) Lmax 52.3 dB(A)																							
34.6	34.3	28.9	28.3	39.3	44.2	45.2	28.3	32.7	27.0	32.1	38.6	42.7	42.3	43.4	41.9	41.1	39.3	36.3	34.4	38.9	38.5	38.5	37.1
Receiver Building A Fl F 1 LrD 39.8 dB(A) LrN 40.6 dB(A) Lmax 52.6 dB(A)																							
35.0	34.9	29.7	28.0	39.6	44.7	45.9	28.0	33.4	26.7	32.3	39.2	43.3	42.9	44.0	42.4	41.6	39.9	36.8	34.7	39.6	39.1	39.3	37.8
Receiver Building B Fl GF LrD 39.4 dB(A) LrN 40.3 dB(A) Lmax 52.5 dB(A)																							
34.7	34.4	28.9	29.3	39.9	44.5	45.5	29.3	33.0	28.0	32.6	38.7	42.9	42.5	43.5	42.1	41.3	39.5	36.6	34.8	39.0	38.6	38.5	37.2
Receiver Building B Fl F 1 LrD 40.2 dB(A) LrN 41.1 dB(A) Lmax 53.2 dB(A)																							
35.4	35.2	29.9	29.5	40.4	45.3	46.3	29.5	33.8	28.2	33.1	39.5	43.7	43.3	44.3	42.8	42.0	40.2	37.3	35.4	39.9	39.4	39.5	38.1
Receiver Building C Fl GF LrD 47.7 dB(A) LrN 48.6 dB(A) Lmax 63.5 dB(A)																							
42.4	42.8	38.8	29.7	46.5	52.7	54.1	29.7	41.9	28.5	38.3	47.0	51.1	51.0	52.0	50.0	49.4	47.8	44.1	41.7	47.7	47.3	47.7	46.0
Receiver Building C Fl F 1 LrD 49.1 dB(A) LrN 49.9 dB(A) Lmax 64.8 dB(A)																							
43.8	44.2	40.1	30.9	47.8	54.0	55.4	30.9	43.3	29.7	39.6	48.3	52.5	52.3	53.4	51.3	50.7	49.1	45.5	43.0	49.1	48.6	49.0	47.4
Receiver Building D Fl GF LrD 50.4 dB(A) LrN 51.2 dB(A) Lmax 66.8 dB(A)																							
45.2	45.5	41.3	34.2	49.4	55.4	56.8	34.2	44.6	33.0	41.3	49.7	53.8	53.7	54.7	52.7	52.1	50.5	46.9	44.6	50.4	50.0	50.3	48.7
Receiver Building D Fl F 1 LrD 50.7 dB(A) LrN 51.5 dB(A) Lmax 68.7 dB(A)																							

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Telephone [redacted] Mobile [redacted] Web [redacted]

Wren distribution
Hourly contribution level in dB(A)
"Site noise.sit"

0-1 o'clock dB(A)	1-2 o'clock dB(A)	2-3 o'clock dB(A)	3-4 o'clock dB(A)	4-5 o'clock dB(A)	5-6 o'clock dB(A)	6-7 o'clock dB(A)	7-8 o'clock dB(A)	8-9 o'clock dB(A)	9-10 o'clock dB(A)	10-11 o'clock dB(A)	11-12 o'clock dB(A)	12-13 o'clock dB(A)	13-14 o'clock dB(A)	14-15 o'clock dB(A)	15-16 o'clock dB(A)	16-17 o'clock dB(A)	17-18 o'clock dB(A)	18-19 o'clock dB(A)	19-20 o'clock dB(A)	20-21 o'clock dB(A)	21-22 o'clock dB(A)	22-23 o'clock dB(A)	23-24 o'clock dB(A)
45.5	45.8	41.6	34.6	49.7	55.7	57.0	34.6	44.8	33.4	41.7	50.0	54.1	54.0	55.0	53.0	52.4	50.8	47.2	44.9	50.7	50.3	50.6	49.0
Receiver Building E Fl GF LrD 45.3 dB(A) LrN 45.8 dB(A) Lmax 62.3 dB(A)																							
40.4	40.5	36.1	21.7	43.3	49.8	51.3	21.7	39.1	20.5	35.8	44.7	48.6	48.6	49.6	47.6	46.9	45.4	41.8	39.0	45.4	44.9	45.3	43.6
Receiver Building E Fl F 1 LrD 46.3 dB(A) LrN 46.7 dB(A) Lmax 63.8 dB(A)																							
41.4	41.5	37.0	25.7	44.4	50.8	52.2	25.7	40.1	24.4	37.0	45.8	49.7	49.6	50.6	48.6	48.0	46.4	42.8	40.1	46.3	45.9	46.3	44.6
Receiver Building F Fl GF LrD 48.9 dB(A) LrN 49.8 dB(A) Lmax 65.0 dB(A)																							
43.6	44.0	39.9	33.5	48.1	54.0	55.3	33.5	43.1	32.3	40.0	48.2	52.4	52.2	53.2	51.2	50.6	49.0	45.5	43.2	48.9	48.5	48.8	47.2
Receiver Building F Fl F 1 LrD 49.4 dB(A) LrN 50.3 dB(A) Lmax 66.2 dB(A)																							
44.2	44.5	40.3	34.1	48.6	54.5	55.8	34.1	43.6	32.8	40.5	48.7	52.9	52.7	53.7	51.7	51.1	49.5	46.0	43.7	49.4	49.0	49.3	47.7
Receiver Rivendell Fl GF LrD 36.7 dB(A) LrN 37.8 dB(A) Lmax 51.5 dB(A)																							
32.1	31.5	25.2	28.2	38.0	42.0	42.8	28.2	30.0	27.0	30.8	35.9	40.3	39.6	40.6	39.6	38.7	36.7	34.2	32.7	36.1	35.7	35.3	34.2
Receiver Rivendell Fl F 1 LrD 38.6 dB(A) LrN 39.6 dB(A) Lmax 52.7 dB(A)																							
33.8	33.4	27.7	29.1	39.4	43.8	44.7	29.1	32.0	27.9	32.1	37.8	42.1	41.5	42.6	41.3	40.4	38.6	35.8	34.2	38.1	37.6	37.5	36.2
Receiver The old Elm Fl GF LrD 47.1 dB(A) LrN 47.9 dB(A) Lmax 62.3 dB(A)																							
41.9	42.2	38.0	31.0	46.1	52.1	53.4	31.0	41.2	29.7	38.0	46.4	50.5	50.3	51.4	49.4	48.8	47.2	43.6	41.2	47.1	46.6	47.0	45.4
Receiver The old Elm Fl F 1 LrD 48.5 dB(A) LrN 49.2 dB(A) Lmax 63.5 dB(A)																							
43.3	43.6	39.3	31.4	47.2	53.3	54.7	31.4	42.5	30.2	39.3	47.8	51.9	51.7	52.8	50.8	50.1	48.6	45.0	42.5	48.5	48.0	48.4	46.8

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BS4142 Assessment - Site Noise Rating Level v Background Level - Hourly Results

Brookside

Hour Beginning	23	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated LAeq	40	38	38	32	34	44	48	49	32	34	31	35	40	44	43	44	43	42	40	38	37	40	39	39
Corrected Rating Level	43	41	41	35	37	47	51	52	35	37	34	38	43	47	46	47	46	45	43	41	40	43	42	42
Background Level	48	46	46	45	46	47	51	53	57	56	54	55	55	55	55	54	54	54	55	55	55	54	52	50
Difference	-5	-5	-5	-10	-9	0	0	-1	-22	-19	-20	-17	-12	-8	-9	-7	-8	-9	-12	-14	-15	-11	-10	-8

Range		
-22	**to**	**0**

Gerald Villa

Hour Beginning	23	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated LAeq	38	35	35	30	28	40	45	46	28	33	27	32	39	43	42	43	42	41	39	36	34	39	39	39
Corrected Rating Level	41	38	38	33	31	43	48	49	31	36	30	35	42	46	45	46	45	44	42	39	37	42	42	42
Background Level	45	45	42	42	42	46	50	53	52	52	52	52	52	51	52	51	51	51	52	54	53	53	51	49
Difference	-4	-7	-4	-9	-11	-3	-2	-4	-21	-16	-22	-17	-10	-5	-7	-5	-6	-7	-10	-15	-16	-11	-9	-7

Range		
-22	**to**	**-2**

The Old Elm

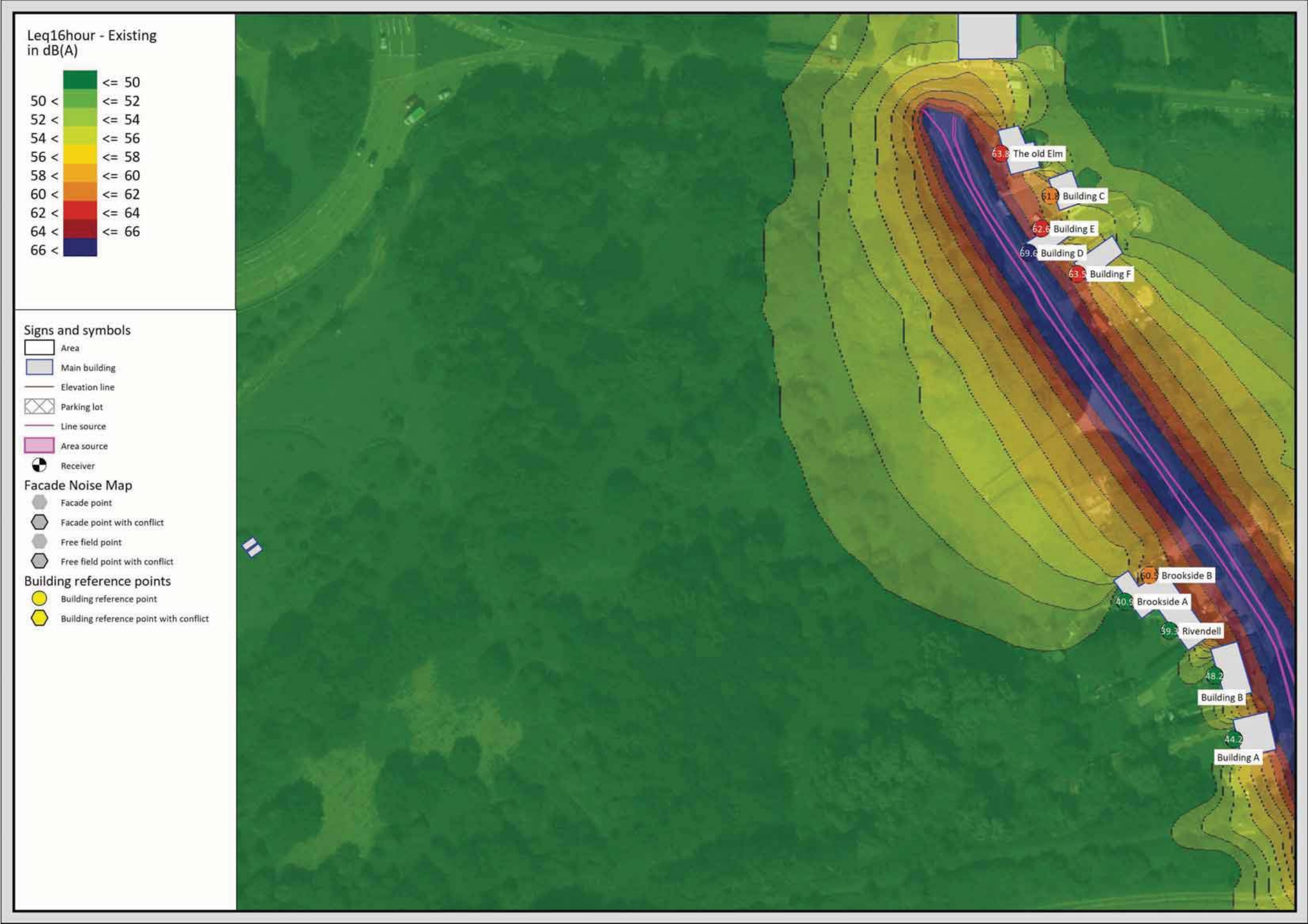
Hour Beginning	23	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated LAeq	47	43	44	39	31	47	53	55	31	41	30	38	46	51	50	51	49	49	47	44	41	47	47	47
Corrected Rating Level	50	46	47	42	34	50	56	58	34	44	33	41	49	54	53	54	52	52	50	47	44	50	50	50
Background Level	50	50	47	47	47	49	54	57	58	59	58	57	56	57	57	58	57	58	59	59	58	57	55	53
Difference	0	-4	0	-5	-13	1	2	1	-24	-15	-25	-16	-7	-3	-4	-4	-5	-6	-9	-12	-14	-7	-5	-3

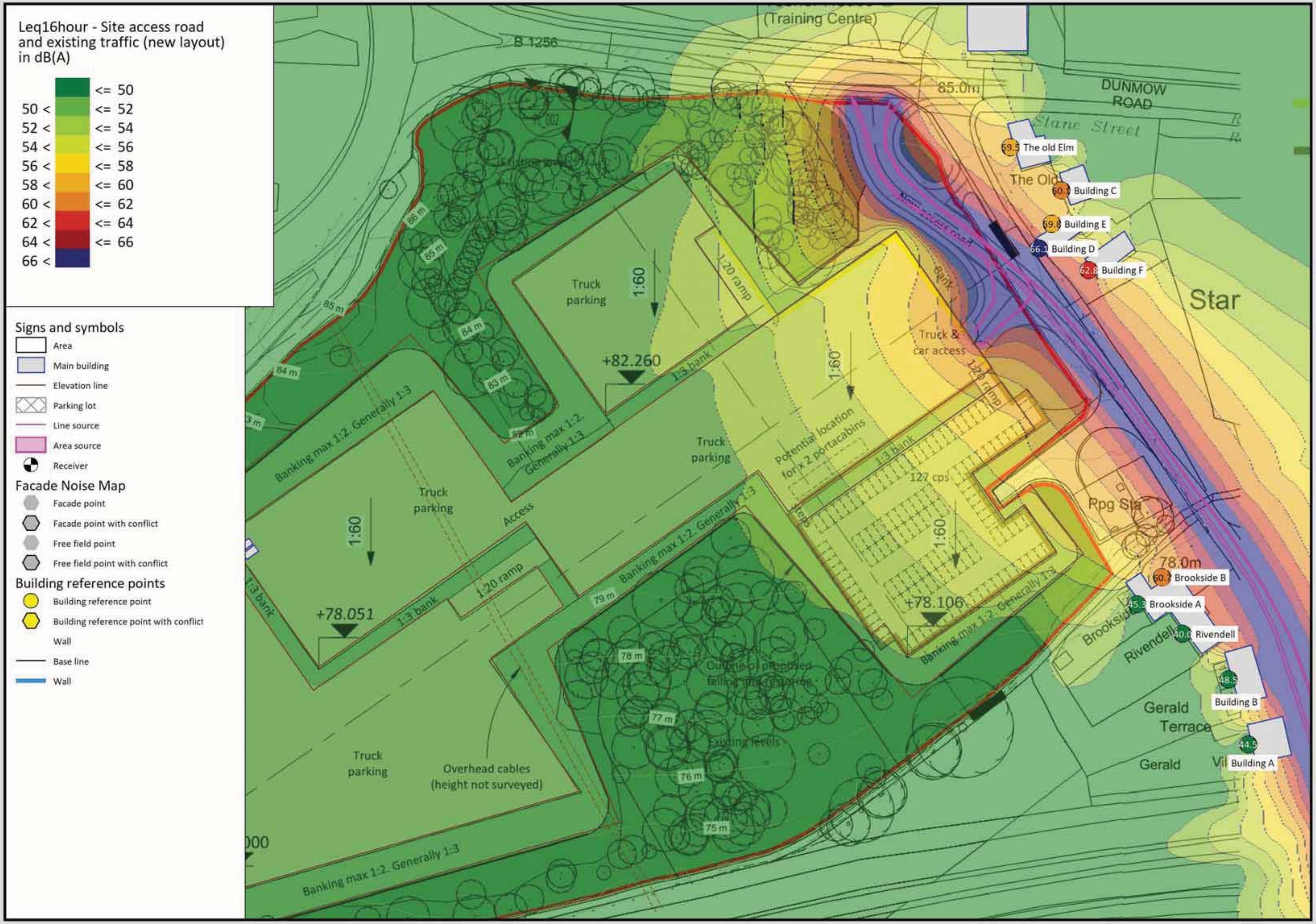
Range		
-25	**to**	**2**

Receiver results at 1F between 23:00 and 07:00 hours, GF between 07:00 and 23:00 hours

For the purposes of assessment, activity in any hour is considered ot be consistent, so LAeq,1hour is equivalent to LAeq,15minutes

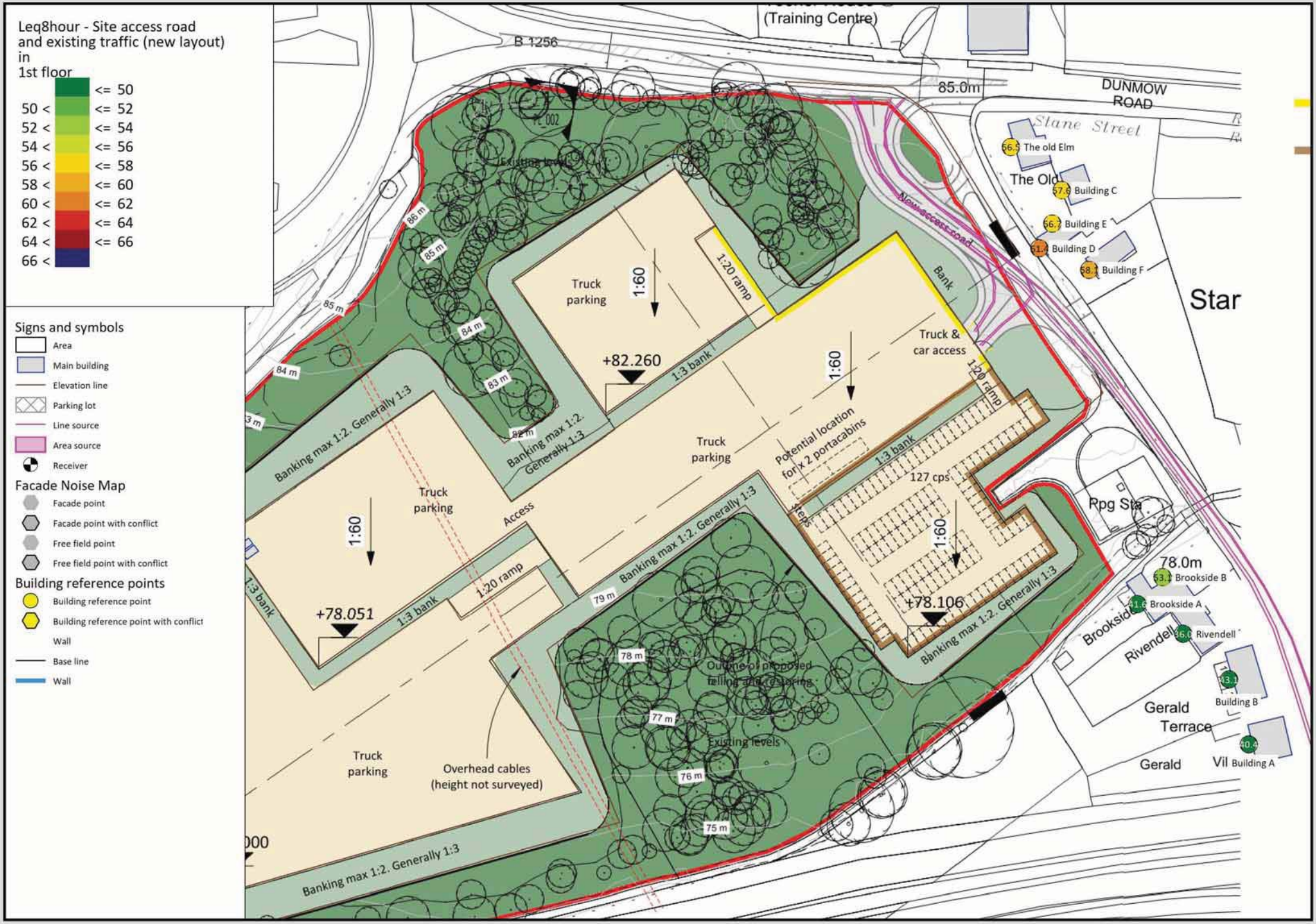
Appendix C: Traffic Noise - SoundPLAN Computer Model Outputs

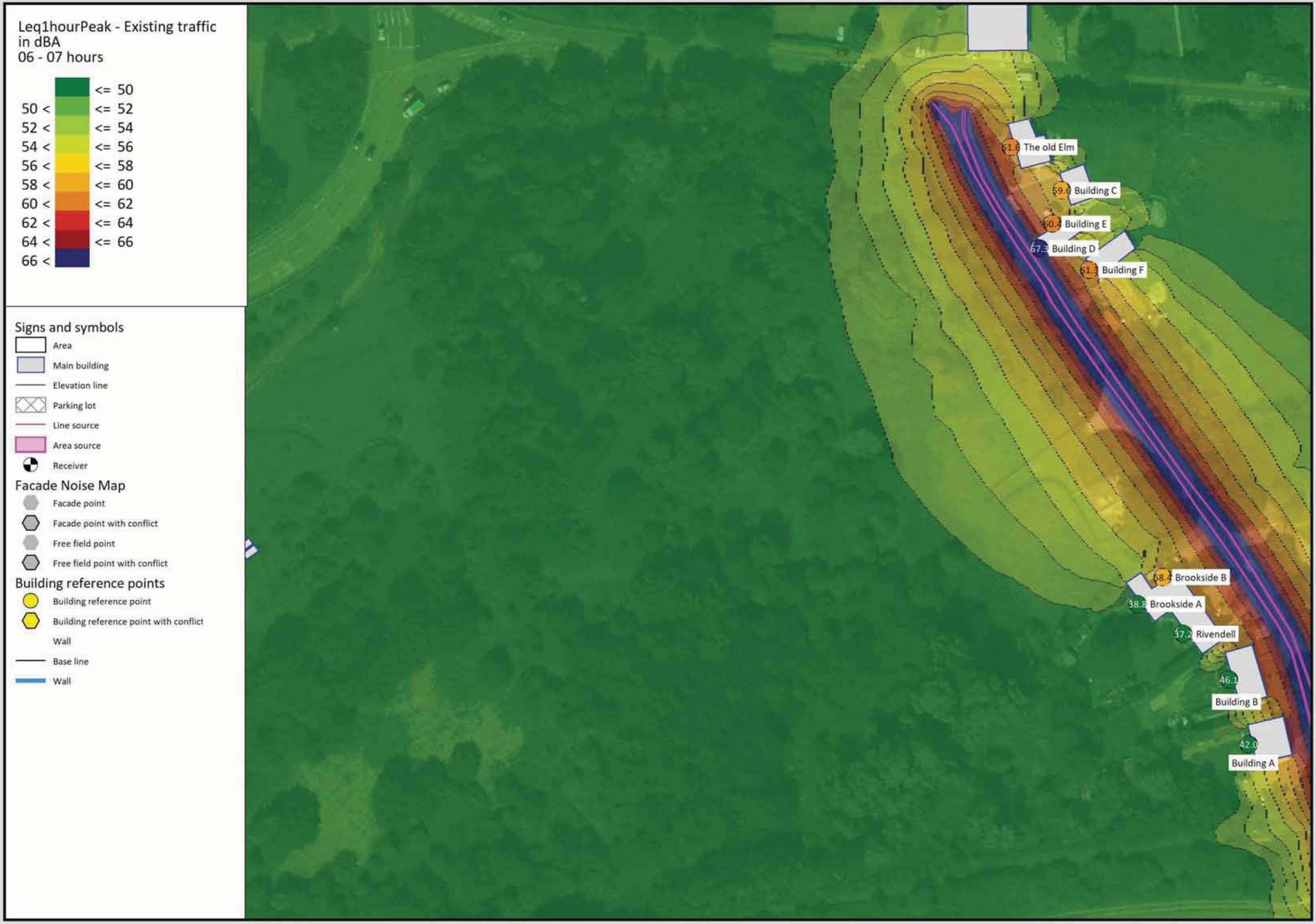

Leq16hour - Existing
in dB(A)
<= 50
50 < <= 52
52 < <= 54
54 < <= 56
56 < <= 58
58 < <= 60
60 < <= 62
62 < <= 64
64 < <= 66
66 <
Signs and symbols
Area
Main building
Elevation line
Parking lot
Line source
Area source
Receiver
Facade Noise Map
Facade point
Facade point with conflict
Free field point
Free field point with conflict
Building reference points
Building reference point
Building reference point with conflict
The old Elm
Building C
Building E
Building D
Building F
Brookside B
Brookside A
Rivendell
Building B
Building A



Leq16hour - Site access road and existing traffic (new layout) in dB(A)
<= 50
50 < <= 52
52 < <= 54
54 < <= 56
56 < <= 58
58 < <= 60
60 < <= 62
62 < <= 64
64 < <= 66
66 <
Signs and symbols
Area
Main building
Elevation line
Parking lot
Line source
Area source
Receiver
Facade Noise Map
Facade point
Facade point with conflict
Free field point
Free field point with conflict
Building reference points
Building reference point
Building reference point with conflict
Wall
Base line
Wall
(Training Centre)
B 1256
DUNMOW ROAD
Stane Street
85.0m
The old Elm
Building C
Building E
Building D
Building F
Star
Truck & car access
1:20 ramp
Truck parking
1:60
+82.260
1:3 bank
Potential location for x 2 portacabins
127 cps
Rpg Sta
78.0m
Brookside B
Brookside A
Rivendell
Building B
Building A
Gerald Terrace
Gerald
+78.106
+78.051
Access
Banking max 1:2. Generally 1:3
Existing levels
Overhead cables (height not surveyed)
86 m
85 m
84 m
83 m
79 m
78 m
77 m
76 m
75 m


Leq8hour - Existing
in
1st floor
<= 50
50 < <= 52
52 < <= 54
54 < <= 56
56 < <= 58
58 < <= 60
60 < <= 62
62 < <= 64
64 < <= 66
66 <
Signs and symbols
Area
Main building
Elevation line
Parking lot
Line source
Area source
Receiver
Facade Noise Map
Facade point
Facade point with conflict
Free field point
Free field point with conflict
Building reference points
Building reference point
Building reference point with conflict
The old Elm
Building C
Building E
Building D
Building F
Brookside B
Brookside A
Rivendell
Building B
Building A


Leq8hour - Site access road and existing traffic (new layout) in 1st floor
<= 50
50 < <= 52
52 < <= 54
54 < <= 56
56 < <= 58
58 < <= 60
60 < <= 62
62 < <= 64
64 < <= 66
66 <
Signs and symbols
Area
Main building
Elevation line
Parking lot
Line source
Area source
Receiver
Facade Noise Map
Facade point
Facade point with conflict
Free field point
Free field point with conflict
Building reference points
Building reference point
Building reference point with conflict
Wall
Base line
Wall
B 1256
(Training Centre)
85.0m
DUNMOW ROAD
Stane Street
The old Elm
The Old
Building C
Building E
Building D
Building F
Star
New access road
Truck parking
1:60
1:20 ramp
Bank
Truck & car access
+82.260
1:3 bank
Banking max 1:2. Generally 1:3
Potential location for x 2 portacabins
127 cps
Rpg Sta
Access
+78.051
+78.106
78.0m
Brookside B
Brookside A
Brookside
Rivendell
Building B
Gerald Terrace
Gerald
Vil
Building A
Outline of proposed felling and coppicing
Existing levels
Overhead cables (height not surveyed)
85 m
84 m
83 m
82 m
79 m
78 m
77 m
76 m
75 m


Leq1hourPeak - Existing traffic
in dBA
06 - 07 hours
<= 50
50 < <= 52
52 < <= 54
54 < <= 56
56 < <= 58
58 < <= 60
60 < <= 62
62 < <= 64
64 < <= 66
66 <
Signs and symbols
Area
Main building
Elevation line
Parking lot
Line source
Area source
Receiver
Facade Noise Map
Facade point
Facade point with conflict
Free field point
Free field point with conflict
Building reference points
Building reference point
Building reference point with conflict
Wall
Base line
Wall
61.6 The old Elm
59.6 Building C
60.4 Building E
67.3 Building D
61.3 Building F
58.4 Brookside B
58.8 Brookside A
57.2 Rivendell
46.1 Building B
42.0 Building A

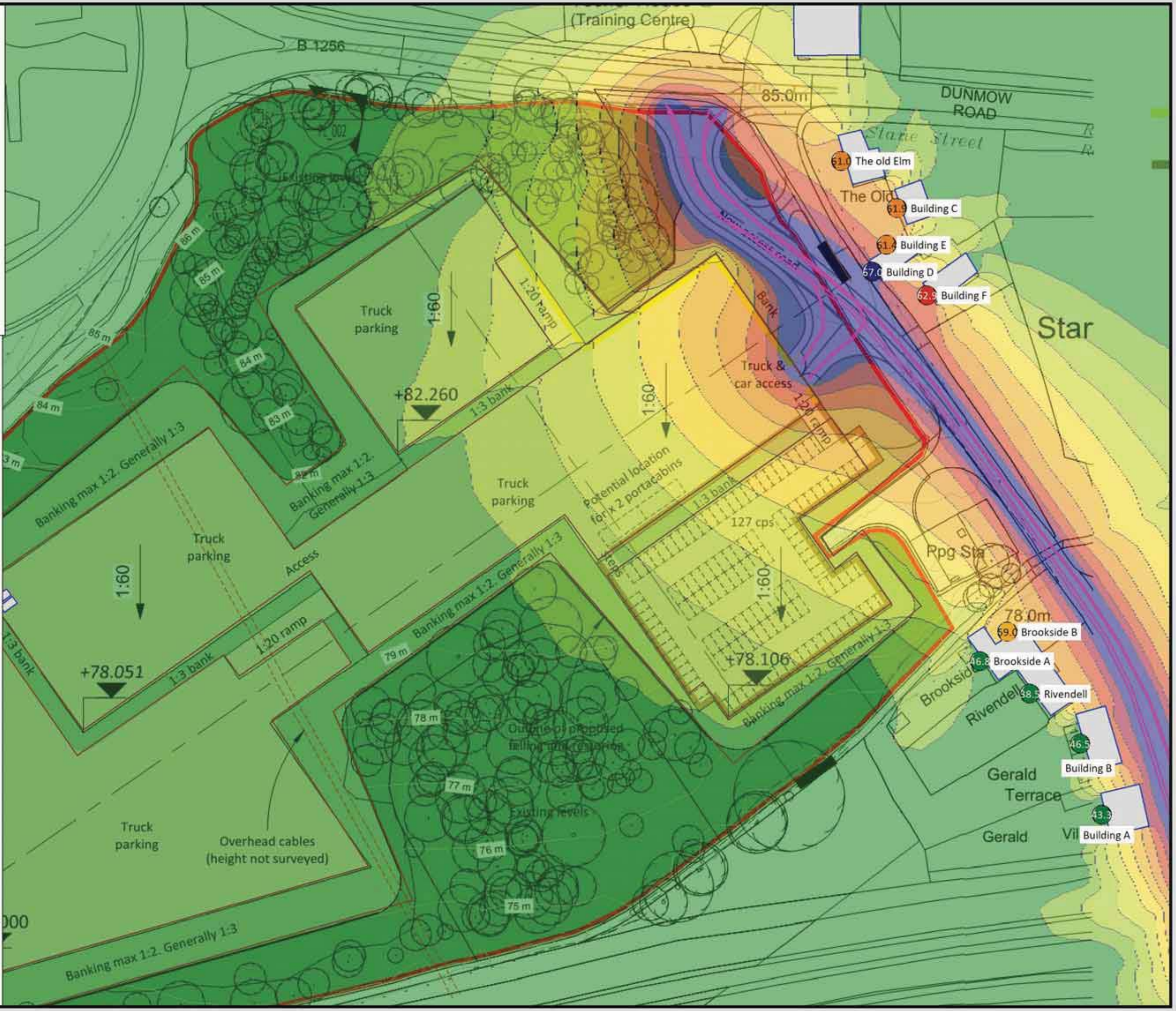
Leq1hourPeak - Existing traffic
in dBA
06 - 07 hours

	<= 50
50 <	<= 52
52 <	<= 54
54 <	<= 56
56 <	<= 58
58 <	<= 60
60 <	<= 62
62 <	<= 64
64 <	<= 66
66 <	

Signs and symbols
- Area
- Main building
- Elevation line
- Parking lot
- Line source
- Area source
- Receiver

Facade Noise Map
- Facade point
- Facade point with conflict
- Free field point
- Free field point with conflict

Building reference points
- Building reference point
- Building reference point with conflict
- Wall
- Base line
- Wall



Appendix B: Plan showing revised site layout

KEY:

2.4m high closeboarded sound retardant fence

81 x Standard car spaces
20 x EV car charging spaces
6 x Disabled car parking

107 x Total car spaces

20 x Cycle spaces (Sheffield stands)

13 x EV HGV charging spaces

North

Scale 1:1250

0 50 100 m

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Revisions:

		Drawn / Chked:	Date:
A	PARKING EXTENTS & FENCE ADJUSTED	MC/SC	20.12.2021
B	APPLICATION BOUNDARY ADJUSTED	MC/SC	05.01.2022
C	HGV EV PARKING ADDED	MC/SC	07.01.2022
D	LEVELS REMOVED	MC/SC	11.01.2022
E	CYCLE SPACES AMENDED	MC/SC	13.01.2022

Client: FKY LTD

Project: TILEKILN GREEN

Drawing Title: PROPOSED LAYOUT

Checked by: SC | Scale @ A3: 1 : 1250 | Date: 12/02/21

Job No: 11008 | Stage _ Drawing No: PL_1001 | Rev: E

Construction ☐ Preliminary ☐ Information ☐

Approval ■ Tender ☐

PRC Architecture & Planning

Appendix C: Predicted noise levels

Table C1: Predicted noise levels in each hour at Brookside

Hour beginning	23	00	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated $L_{Aeq,1h}$, dB	39	37	36	30	32	42	47	47	33	29	33	38	43	42	43	42	41	39	37	35	39	38	38	37
Corrected Rating level	42	40	39	33	35	45	50	50	36	32	36	41	46	45	46	45	44	42	40	38	42	41	41	40
Background	48	46	46	45	46	47	51	53	57	56	54	55	55	55	55	54	54	54	55	55	55	54	52	50
Difference	-6	-7	-7	-12	-11	-2	-1	-3	-21	-24	-18	-14	-9	-10	-9	-9	-10	-12	-15	-17	-13	-13	-11	-10

Table C2: Predicted noise levels in each hour at Gerald Villa

Hour beginning	23	00	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated $L_{Aeq,1h}$, dB	36	33	33	28	26	38	43	44	28	31	27	31	37	41	41	42	41	40	38	35	33	37	37	37
Corrected Rating level	39	36	36	31	29	41	46	47	31	34	30	34	40	44	44	45	44	43	41	38	36	40	40	40
Background	45	45	42	42	42	46	50	53	52	52	52	52	52	51	52	51	51	51	52	54	53	53	51	49
Difference	-6	-9	-6	-11	-13	-5	-4	-6	-21	-18	-23	-18	-12	-7	-8	-6	-8	-8	-11	-16	-17	-13	-11	-9

Table C3: Predicted noise levels in each hour at The Old Elm

Hour beginning	23	00	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated $L_{Aeq,1h}$, dB	42	39	39	34	29	42	48	49	28	36	27	34	42	46	46	47	45	44	42	39	37	42	42	42
Corrected Rating level	45	42	42	37	32	45	51	52	31	39	30	37	45	49	49	50	48	47	45	42	40	45	45	45
Background	50	50	47	47	47	49	54	57	58	59	58	57	56	57	57	58	57	58	59	59	58	57	55	53
Difference	-5	-8	-5	-10	-15	-4	-3	-5	-27	-20	-28	-20	-11	-8	-9	-9	-9	-11	-14	-17	-18	-12	-10	-8

Table C4: Predicted rating levels and background levels and level differences at The Old Stables

Hour beginning	23	00	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated $L_{Aeq,1h}$, dB	43	40	40	35	29	43	49	50	29	38	28	36	44	48	48	49	47	46	44	41	39	44	44	44
Corrected Rating level	46	43	43	38	32	46	52	53	32	41	31	39	47	51	51	52	50	49	47	44	42	47	47	47
Background	50	50	47	47	47	49	54	57	58	59	58	57	56	57	57	58	57	58	59	59	58	57	55	53
Difference	-5	-7	-5	-9	-15	-3	-2	-4	-26	-18	-27	-18	-9	-6	-6	-6	-7	-9	-12	-15	-16	-10	-8	-6

Table C5: Predicted rating levels and background levels and level differences at Willow House

Hour beginning	23	00	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Calculated $L_{Aeq,1h}$, dB	40	37	37	32	30	41	46	48	29	34	28	33	39	43	43	44	43	42	40	37	35	40	39	39
Corrected Rating level	43	40	40	35	33	44	49	51	32	37	31	36	42	46	46	47	46	45	43	40	38	43	42	42
Background	50	50	47	47	47	49	54	57	58	59	58	57	56	57	57	58	57	58	59	59	58	57	55	53
Difference	-8	-10	-8	-13	-14	-5	-5	-6	-26	-22	-27	-21	-14	-11	-11	-11	-12	-13	-16	-19	-20	-14	-13	-11

Appendix D: Predicted noise contours

Figure D1: Predicted noise contours: daytime

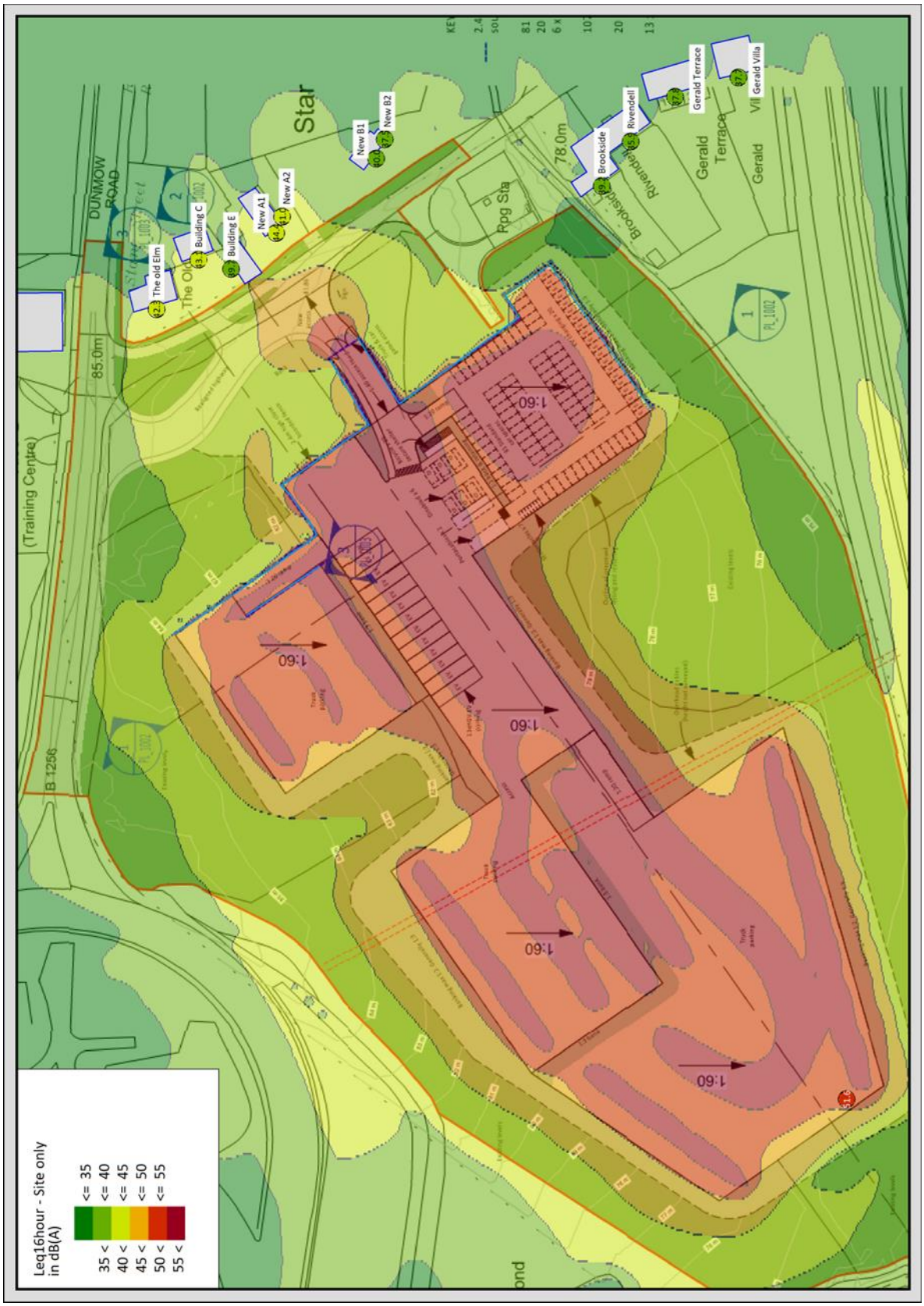

Figure D2: Predicted noise contours: night time