

## **Expansion of Bristol Airport to 12mppa**

PINS Ref APP/D0121/W/20/3259234

Planning Application Ref: 18/P/5118/OUT

# **Rebuttal Proof of Evidence for PCAA**

Laurence Vaughn

## 1. Introduction

My name is Laurence Vaughn, witness acting for the PCAA on noise impacts relating to the expansion of Bristol Airport to 12mppa. This Rebuttal Evidence responds to issues raised by BAL's noise witness, Nicholas Williams, in BAL/2/2, and supplements my main proof of evidence, and the summary of that document, submitted to the inquiry as PCAA/W01/1 and PCAA/W01/2 respectively.

## 2. Scope of rebuttal evidence

This rebuttal covers the arguments advanced by BAL covering noise arising from air traffic movements and how their significance has been determined.

## 3. Determination of significance

In section 4.2.30 of his proof of evidence (and repeatedly throughout), Nicholas Williams asserts that *"when assessing the significance of a development [with respect to noise], it is important to have regard for both the absolute level of noise and the change in noise level due to the development"*. However, this fails to recognise the number of events that occur and the time of day that they occur, both aspects which are required in determining the significance of any noise impacts, according to the IEMA guidelines [CD10.49].

## 4. Aircraft Getting Quieter

In section 4.2.56 of his proof of evidence (and repeatedly throughout), Nicholas Williams has made the unjustified assumption that aircraft will on average get quieter by 3dB. The assessment should use a conservative baseline position of maintaining the status quo and no technology benefits to determine the noise arising from air traffic movements at BAL. Notably this approach has been used for the evaluation of ground noise (section 4.3.8), but not for air noise.

## 5. Night Flights

In section 5.3.9 of his proof of evidence, Nicholas Williams states that air noise at night *'is already restricted independently of the restriction on the number of flights'* using the QC count. However this is not the case, as the QC approach proposed by BAL does not limit the number of flights if the QC count for an aircraft is zero, meaning that unlimited flights could be scheduled.

## 6. Communities Affected by Noise

The noise modelling approach and methodology used by Nicholas Williams in his proof of evidence uses industry standard approaches, and as a consequence considers a region located immediately around the airport for communities affected by noise. However, when compared to the objections raised to this planning application (as shown in the figure below), clearly the noise impacts of the air traffic movements at BAL have a far greater reach than acknowledged, affecting significantly more communities than evaluated in the proof of evidence.

