

Growing Baldock

Environmental Statement Addendum Volume 1: Text
Chapter 5: Noise and Vibration



May 2026

Urban&Civic

Hertfordshire

5.1 NOISE AND VIBRATION: INTRODUCTION

- 5.1.1 This Environmental Statement Addendum has been prepared by the TetraTech acoustics team and reviews the revisions to the proposed development in relation to any changes to impacts on Noise and Vibration reported in the original ES Chapter. In addition, this ES Addendum considers the requirement for additional information, in respect of noise, under Regulation 25 of the EIA Regulations.

5.2 UPDATE TO BASELINE CONDITIONS / ASSESSMENT METHODOLOGY

- 5.2.1 A review of the baseline conditions has been undertaken with respect to noise and vibration.
- 5.2.2 The original ES chapter identified a number of noise sensitive receptors on which the assessment was based. We are not aware of any new noise sensitive receptors and so no changes are required to this part of the original chapter.
- 5.2.3 The original ES included a baseline noise survey in March 2024 in various locations which are considered to be representative of the site itself, and existing noise sensitive receptors. Baseline noise measurements are generally considered to have a 3-4 year shelf-life, providing there has been no other significant changes in the area during this time, that are not considered as part of the ES. Therefore, this noise data is considered to be appropriate to support this ES addendum.
- 5.2.4 With regard to the traffic data used in the wider assessment, ITP has carried out an exercise in their Transport Assessment Addendum that compares the outputs from the strategic COMET model with the local junction assessment presented in the original Transport Assessment. The original work was based on manual distribution of trips. This data was used to inform the development led traffic noise impact assessment.
- 5.2.5 ITP has confirmed that *"the COMET model outputs are consistent with previous individual junction assessment despite minor changes in link and turning flows across the assessed network"*.
- 5.2.6 Figure 2-11 in the Transport Assessment Addendum produced by ITP is reproduced below in **Figure 5.1**.

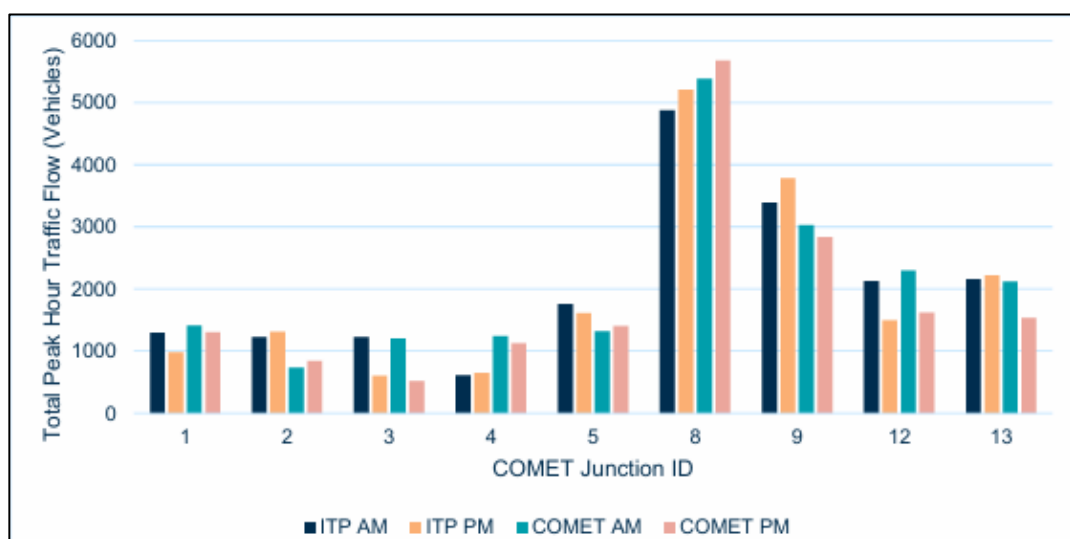


Figure 5.1 Traffic flow comparisons from the TA

5.2.7 The junction list is provided below;

- 1 - A505 / Royston Road / BA1 access
- 2 - A507 North Road / BA1 northern access
- 3 - BA3 access / Wallington Road
- 4 - BA2 access / Clothall Road
- 5 - A507 Station Road / Royston Road / Whitehorse Street / Clothall Road
- 8 - A1(M) Junction 9
- 9 - A1(M) Junction 10
- 12 - Clothall Road / Wallington Road
- 13 - London Road / South Road / High Street

5.2.8 As noted above, at junctions 1, 4, 8 & 12 there are slight increases in traffic flows. However, there is a reduction in traffic flows at junctions 2, 3, 5, 9, & 13.

5.2.9 The increase in traffic flow at some junctions has the potential to change the outcome of the assessment, presented in the original ES Chapter 5. It is necessary to consider this change in more detail.

5.3 ASSESSMENT OF SCHEME AMENDMENTS

- 5.3.1 The computer noise modelling undertaken to for the Original ES chapter (Chapter 5) showed that the road traffic noise impact at each of the existing noise sensitive receptors is between Negligible and Minor Adverse for all receptors, with the exception of ESR4, where the impact is and Moderate Adverse.
- 5.3.2 The worst affected existing noise sensitive receptors are ESR4, ESR5 & ESR6. An increase in traffic movements at these receptors could worsen any potential impact, and so further consideration is required.
- 5.3.3 A review of the location of the junction flow increases, and the locations of the receptors has identified that:
- The worst affected receptors with regard to development led traffic are ESR4, ESR5 & ESR6. These receptors are located adjacent to Bygrave Road. The increase in traffic noise at these receptors is as a result of development led traffic on the spine road running through the BA1 site.
 - The traffic flow increases have been identified as junctions on
 - 1 - A505 / Royston Road
 - 4 - BA2 access / Clothall Road
 - 8 - A1(M) Junction 9
 - 12 - Clothall Road / Wallington Road
- 5.3.4 Therefore, the junctions where the traffic flow has increased as a result of the revised Transport Assessment are located away from the worst affected receptors. Subsequently the revised transport modelling data does not need to be considered further at receptors ESR4, ESR5 & ESR6.
- 5.3.5 The change in noise as a result of development led traffic is less than 2dB at each of the other receptors. A small impact magnitude is applicable where the change in noise at receptors is up to 2.9dB. Any slight increase in traffic flows, caused by the re-assessment in the Transport Assessment, at other receptors (e.g. not ESR4, ESR5 & ESR6) is considered very unlikely to cause a change in noise by more than 1dB. As a result the impact magnitude at these receptors will remain either a 'small', or 'negligible' impact magnitude.
- 5.3.6 The proposed amendments to the scheme have no implications for noise and vibration and the conclusions of the original ES therefore still apply.
- 5.3.7 Accordingly, no further information is required in this ES Addendum in respect of noise and vibration.

5.4 MITIGATION MEASURES

- 5.4.1 It has been identified that the renewed transport modelling will not affect the outcome of the Original Noise and Vibration ES Chapter (Chapter 5), and so there are no changes to the proposed noise mitigation measures and the conclusions of the original ES remain valid.

5.5 RESIDUAL EFFECTS

Construction Stage

5.5.1 No changes to the effects reported in the original outline ES chapter are anticipated.

Post-Completion Stage

5.5.2 No changes to the effects reported in the original outline ES chapter are anticipated.