

Growing Baldock

Environmental Statement Addendum Volume 1: Text
Chapter 6: Air Quality



May 2026

Urban&Civic

Hertfordshire

6.1 AIR QUALITY: INTRODUCTION

- 6.1.1 This chapter has been prepared by TetraTech and reviews the revisions to the proposed development in relation to any changes to impacts on air quality reported in the original ES, and the requests for additional information in respect of air quality under Regulation 25 of the EIA Regulations.
- 6.1.2 This assessment should be read alongside the assessment within Chapter 6 of the Environmental Statement (ES) submitted in October 2025.

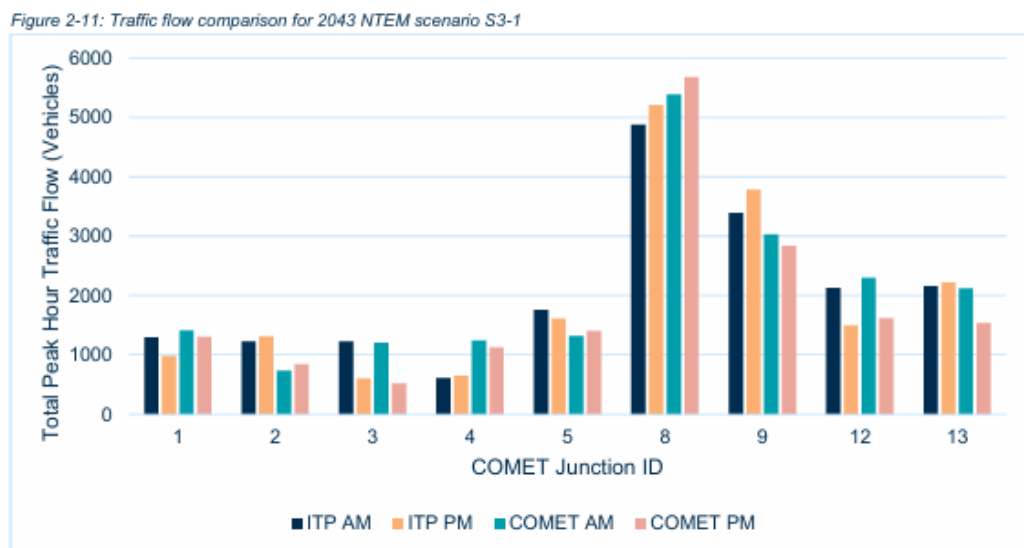
6.2 RESPONSE TO REGULATION 25 REQUEST

- 6.2.1 There are no Regulation 25 requests for additional information or key issues raised by consultees in relation to air quality.

6.3 UPDATE TO BASELINE CONDITIONS / ASSESSMENT METHODOLOGY

- 6.3.1 There are no changes to the baseline that were not accounted for in the original ES Chapter 6, submitted in October 2025.
- 6.3.2 No changes to the assessment methodology have been made. 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 and was also used to inform the Air Quality modelling. 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"*.
- 6.3.3 Figure 2-11 in the Transport Assessment Addendum produced by ITP is reproduced below in Figure 6.1 and shows that the original traffic flows were larger than the traffic flows derived from the COMET model at the majority of junctions, with the exception of junction 1, 4 and 8.

Figure 6.1 Traffic flow comparisons from the TA



- 6.3.4 The air quality modelling undertaken to for the ES chapter showed that predicted concentrations of NO₂, PM₁₀ and PM_{2.5} were all well below the relevant air quality objectives and the increase in concentrations due to the proposed development were 1% or lower than the air quality objectives. The impact descriptor for every receptor was negligible and the air quality effects were considered not significant.
- 6.3.5 As noted above, at Junctions 1, 4 and 8 there are slight increases in traffic flows. If it is conservatively assumed that development traffic flows doubled as a result of the COMET model, and therefore the doubling of the pollutant process contributions, the impact descriptors would still be negligible for every receptor and the air quality effects would

remain not significant. The difference in the predicted increase in traffic flows using the COMET model is significantly lower than double the original flows, confirming that the discrepancy in the traffic flow data has little impact on the modelled air quality impacts.

6.3.6 The overall air quality effects are unchanged from the ES chapter.

6.4 ASSESSMENT OF SCHEME AMENDMENTS

- 6.4.1 The proposed amendments to the scheme have no implications for air quality and the conclusions of the original ES therefore still apply.
- 6.4.2 Accordingly, no further information is required in this ES Addendum in respect of air quality.

6.5 MITIGATION MEASURES

6.5.1 There are no mitigation measures required additional to those considered in the original ES.

6.6 RESIDUAL EFFECTS

Construction Stage

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

Post-Completion Stage

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