

## INCOMING EMAIL

From: Samuel Tearle  
To: Sarah Smith  
CC: Alan Story , James Dale , Mark Youngman  
Date: 30/04/2021 13:12:30  
Subject: FW: 5/2020/3022 Burston garden centre

## Attachments:

- (1) ~WRD2242.jpg(823 B)
- (2) image001.jpg(24 B)
- (3) image002.png(2 B)
- (4) image003.png(1 B)
- (5) image004.png(834 B)
- (6) image005.png(3 B)
- (7) image006.jpg(1 B)

Hi Sarah,

I hope you are well.

My understanding is that the site is a brownfield site located on the green belt and therefore consideration towards whether the proposal represents a sustainable development is essential.

Given the NPPFs principle for a Presumption in favour of sustainable development, in order to ensure the site is sustainable (given its location) the S106 sustainable transport contribution has been sought.

It is appreciated the applicant has proposed a signal scheme for the access / A405 North Orbital Rd, however this signal scheme was essential to enable safe access to the site. The S106 sustainable transport contribution is sought to mitigate the impact of the site to the local highway, footway, cycleway and public transport networks, whilst enhancing sustainable travel options.

As noted in the Highway Authority's consultee response, the contribution will go towards, but not limited to, Package 35 of the South Central Hertfordshire Growth and Transport Plan (GTP) Prospectus. The Transport Plan defines package 35 as Chriswell Green Corridor Active Travel Improvements and is detailed below:



Until the issue of the South Central Hertfordshire Growth and Transport Plan (GTP) Prospectus in

January 2020, there were no schemes against which a s106 obligation would have been used against. The GTP is a supporting policy document to the HCC Local Transport Plan and it is reasonable (and to the tests) to request a sustainable transport contribution.

It is also worth noting at around the time of the refused application the NPPF 2018/2019 was updated. The updated version provides a greater definition of Significant development should be focused on locations which are or can be made sustainable. While the NPPF 2012 noted that the significant development can occur in locations that can be made sustainable, the NPPF 2019 paragraph 103 has provided greater details of how a significant development can be made available, being:

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

In order for the Highway Authority to be satisfied that the development has maximised sustainable transport solutions, alongside reduce congestion and emissions, and improve air quality, sustainable transport contributions via the S106 is sought.

If you have any questions or wish to discuss, Im on AL next week so please contact Alan (Cc).

Kind regards



**Sam Tearle**  
**Senior Development Officer, Highways Development Management,**

**Hertfordshire County Council**

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**From:** Sarah Smith <[Sarah.Smith@stalbans.gov.uk](mailto:Sarah.Smith@stalbans.gov.uk)>

**Sent:** 28 April 2021 17:38

**To:** Mark Youngman

Dear Mark

I have been looking at HCC request for this site, which is a follow up to a scheme refused at appeal (5/2018/1324). Under the refused scheme the only highway contributions were for travel plan monitoring. However I have received a request for the following:

HCCs Planning Obligations Toolkit - In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate. For residential use the charge is based on the number of bedrooms. This is calculated based on the sites accessibility zone. The site is in Zone Elsewhere and given the presented proposals (24 x 1-bed units @ £625 and 97 x 2-bed units @ £750 and 3 x 3-bed units @ £1,125) this equates to £91,125 in 2006 prices. The current SPONS pricing index suggest that this equates to **£130,427** in todays prices. HCC Highways would distribute this via S106 agreements to the associated schemes to mitigate the impact of the development.

This wasnt asked for under the appeal scheme, can you help me understand why this is now sought? The scheme is now smaller than dismissed at appeal.

If you could come back to me ASAP so I can complete my Committee report this would be greatly appreciated.

Many thanks

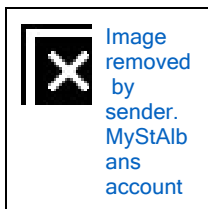
Sarah Smith  
Team Leader (East)  
Planning and Building Control  
**St Albans City and District Council**

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