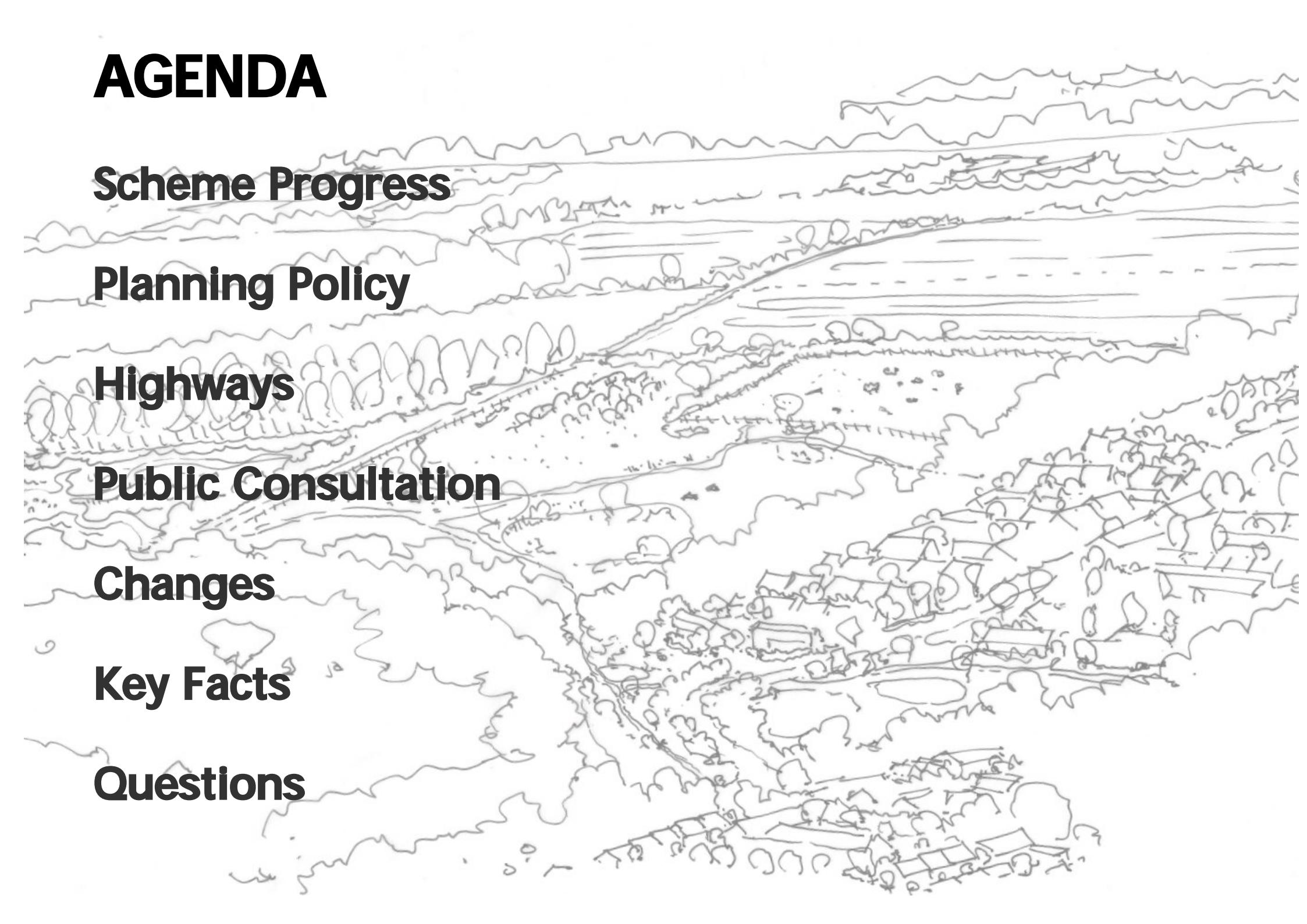




STANSTED & BIRCHANGER PARISH UPDATE - 4/11/2025

AGENDA



Scheme Progress

Planning Policy

Highways

Public Consultation

Changes

Key Facts

Questions

A detailed black and white line drawing of a rural landscape. In the foreground, there's a cluster of buildings with gabled roofs, possibly a farm or a small village. Behind them, a church with a prominent steeple rises above the trees. The middle ground shows rolling hills covered in vegetation. In the background, a winding road leads towards a distant horizon under a sky filled with various cloud formations.

SCHEME PROGRESS



- Birchanger Extents 1947-1950
- Post-War Development
- Indicative Extents of Proposed Development (Dwellings only)

Pre-war extents are based on extents indicated on the OS Six-inch Essex Sheet nXXXII.NE - Revised 1947, Published 1950



















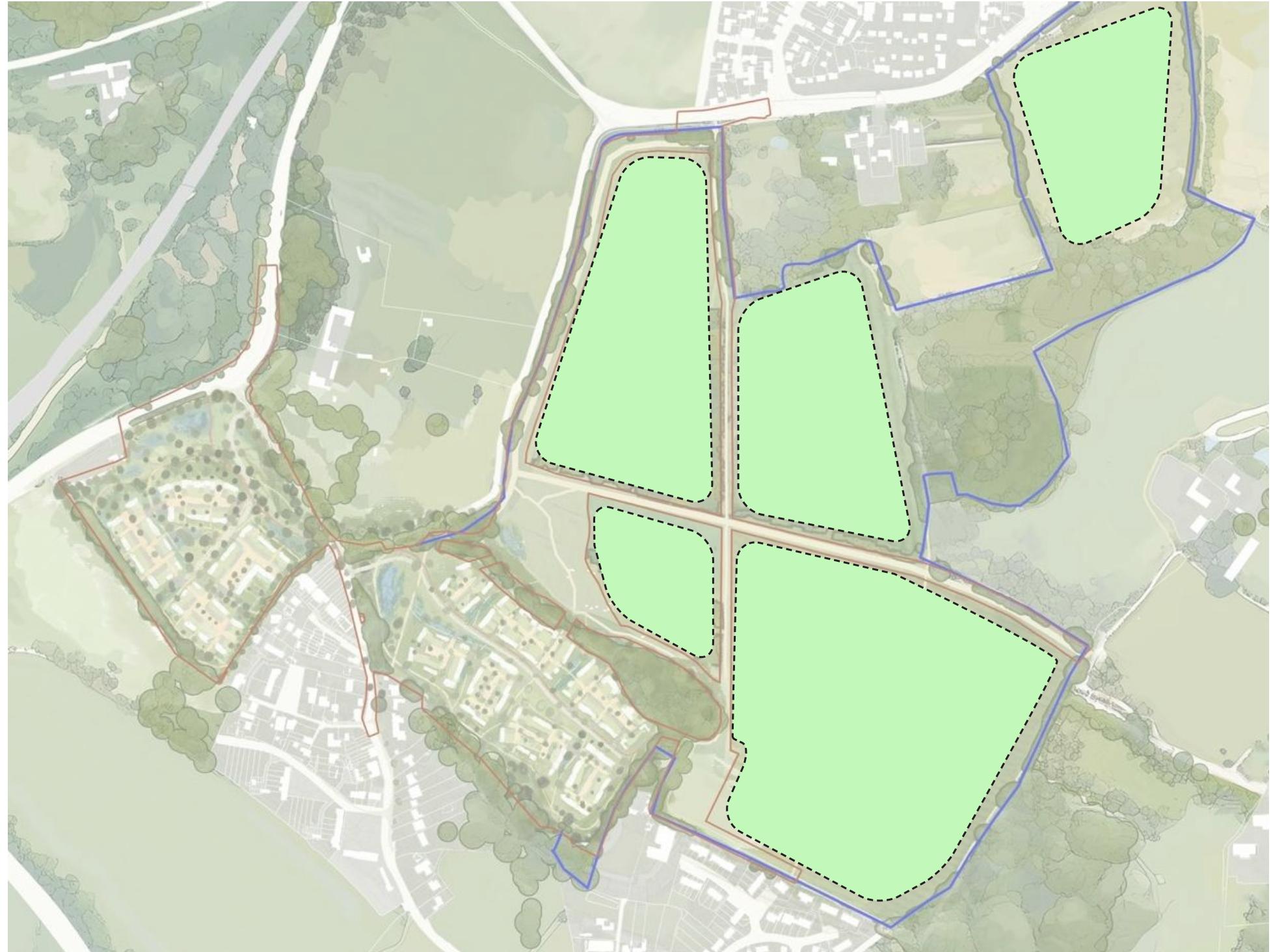


























PLANNING POLICY

The Presumption in Favour of Sustainable Development

Paragraph 11 of the NPPF states,

"Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination9."*

When Development is Not Inappropriate in the Green Belt

Paragraph 155 of the NPPF states,

"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where all the following apply: The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

There is a demonstrable unmet need for the type of development proposed;

The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and

Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below. "

Land north of Birchanger and south of Stansted Mountfitchet Summary of Assessment Against Paragraph 155 of the NPPF





HIGHWAYS

**2a – Stansted Mountfitchet,
Walpole Meadow Site**

PTAL	1a
Station 2Km	Yes
Sus Transport Work Ratio	0.22
Working in 5km	12%
Social Infra 1.6Km	5
Social Infra 5Km	23
Distance to Stansted	3.5miles
Stansted Work Trip Carbon	0.41Kg

**2b Stansted Mountfitchet,
East of High Lane North**

PTAL	1a
Station 2Km	Yes
Sus Transport Work Ratio	0.27
Working in 5km	12%
Social Infra 1.6Km	8
Social Infra 5Km	29
Distance to Stansted	2.9miles
Stansted Work Trip Carbon	0.35Kg

1 - Stansted Vision Sites

PTAL	1a/1b/2
Station 2Km	Yes
Sus Transport Work Ratio	0.3
Working in 5km	20%
Social Infra 1.6Km	8
Social Infra 5Km	52
Distance to Stansted	2.0miles
Stansted Work Trip Carbon	0.27Kg

Carbon Benefits

Over a 30-year period for 100 Homes (100 workers), the CO₂e saving between Stansted Vision sites vs Saffron Walden is 1377 tonnes CO₂e for Stansted work trips. (assuming 225work days/yr)

PTAL	1a/1b
Station 2Km	No
Sus Transport Work Ratio	0.37
Working in 5km	20%
Social Infra 1.6Km	12
Social Infra 5Km	23
Distance to Stansted	12.4miles
Stansted Work Trip Carbon	1.46Kg

3 – Elsenham, East of Station Road

PTAL	1a/1b
Station 2Km	Yes
Sus Transport Work Ratio	0.19
Working in 5km	13%
Social Infra 1.6Km	5
Social Infra 5Km	17
Distance to Stansted	4.7miles
Stansted Work Trip Carbon	0.64Kg

**5a Great Dunmow,
Land at The Broadway**

PTAL	1a
Station 2Km	No
Sus Transport Work Ratio	0.22
Working in 5km	11%
Social Infra 1.6Km	1
Social Infra 5Km	12
Distance to Stansted	9.2miles
Stansted Work Trip Carbon	1.30kg

**5b Great Dunmow,
River Chelmer / B1008**

PTAL	1a
Station 2Km	No
Sus Transport Work Ratio	0.18
Working in 5km	11%
Social Infra 1.6Km	5
Social Infra 5Km	12
Distance to Stansted	9.1miles
Stansted Work Trip Carbon	1.29kg

Stansted Mountfitchet

Stansted Airport

Bishop's Stortford

Sawbridgeworth

3 – East Takeley, Little Canfield

PTAL	1a/1b/2
Station 2Km	No
Sus Transport Work Ratio	0.17
Working in 5km	10%
Social Infra 1.6Km	3
Social Infra 5Km	11
Distance to Stansted	5.5miles
Stansted Work Trip Carbon	0.84Kg

Great Dunmow



2a – Stansted Mountfitchet, Walpole Meadow Site	
PTAL	1a
Station 2Km	Yes
Sus Transport Work Ratio	0.22
Working in 5km	12%
Social Infra 1.6Km	5
Social Infra 5Km	23
Distance to Stansted	3.5miles
Stansted Work Trip Carbon	0.41Kg

1 – Saffron Walden, Southeast Site

PTAL	1a/1b
Station 2Km	No
Sus Transport Work Ratio	0.37
Working in 5km	20%
Social Infra 1.6Km	12
Social Infra 5Km	23
Distance to Stansted	12.4miles
Stansted Work Trip Carbon	1.46Kg

PJA Project 8551 12/10/24 J Tricker

For each proposed allocated site, we have analysed the following elements:

Public Transport Accessibility Level (PTAL): PTAL has been calculated for each site, using Podaris. PTAL metrics use rail and bus frequency along with walk distance.

Sustainable Mode Share (Work): Based on 2021 Census data for the relevant 'super output areas,' we have analysed 'travel to work' mode share. Sustainable modes include rail, bus, cycling, walking, and car sharing. The remaining journeys are either private vehicle trips or home working.

Percentage Working Within 5 Kilometres: Using Census data, we have identified the percentage of people working within 5 kilometres of each site—a distance typically covered by active travel modes, particularly cycling.

Social Infrastructure Within 1.6 Kilometres: Using a GIS database, we have identified the number of local facilities (e.g., health, education, food retail, and stations) within a 1-mile radius to evaluate potential for a 20-minute neighbourhood.

Social Infrastructure Within 5 Kilometres: The wider diversity of facilities within a 5-kilometre travel isochrone was assessed to determine broader accessibility.

Distance to Stansted Airport Employment: Travel distances to Stansted Airport's northern employment hub have been calculated using Google travel analysis, thus based on actual road distance.

Stansted Work Journey Transport CO₂ Emissions: We calculated the average CO₂ emissions for a Stansted work journey using the work distance and mode share profiles, based on published emissions data for each transport mode.

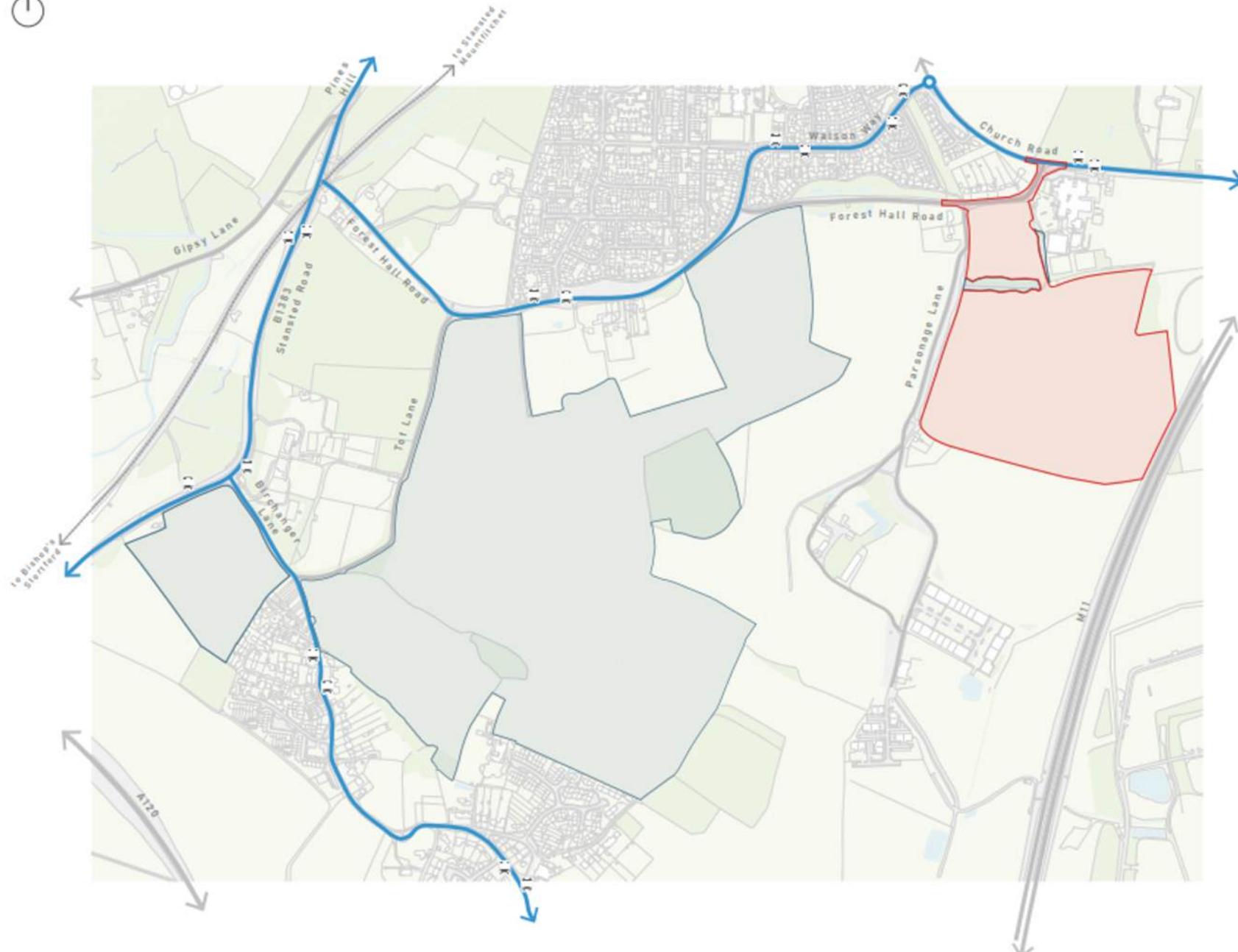
5a Great Dunmow, Land at The Broadway

PTAL	1a
Station 2Km	No
Sus Transport Work Ratio	0.22
Working in 5km	11%
Social Infra 1.6Km	1
Social Infra 5Km	12
Distance to Stansted	9.2miles
Stansted Work Trip Carbon	1.30kg



**Stansted Vision Sites –
South of Stansted
Mountfitchet**

**Local Context Plan
SK20**



Stansted Vision Sites -
South of Stansted
Mountfitchet

Existing Bus Routes
SK21



Stansted Vision Sites -
South of Stansted
Mountfitchet

Transport Strategy
SK22

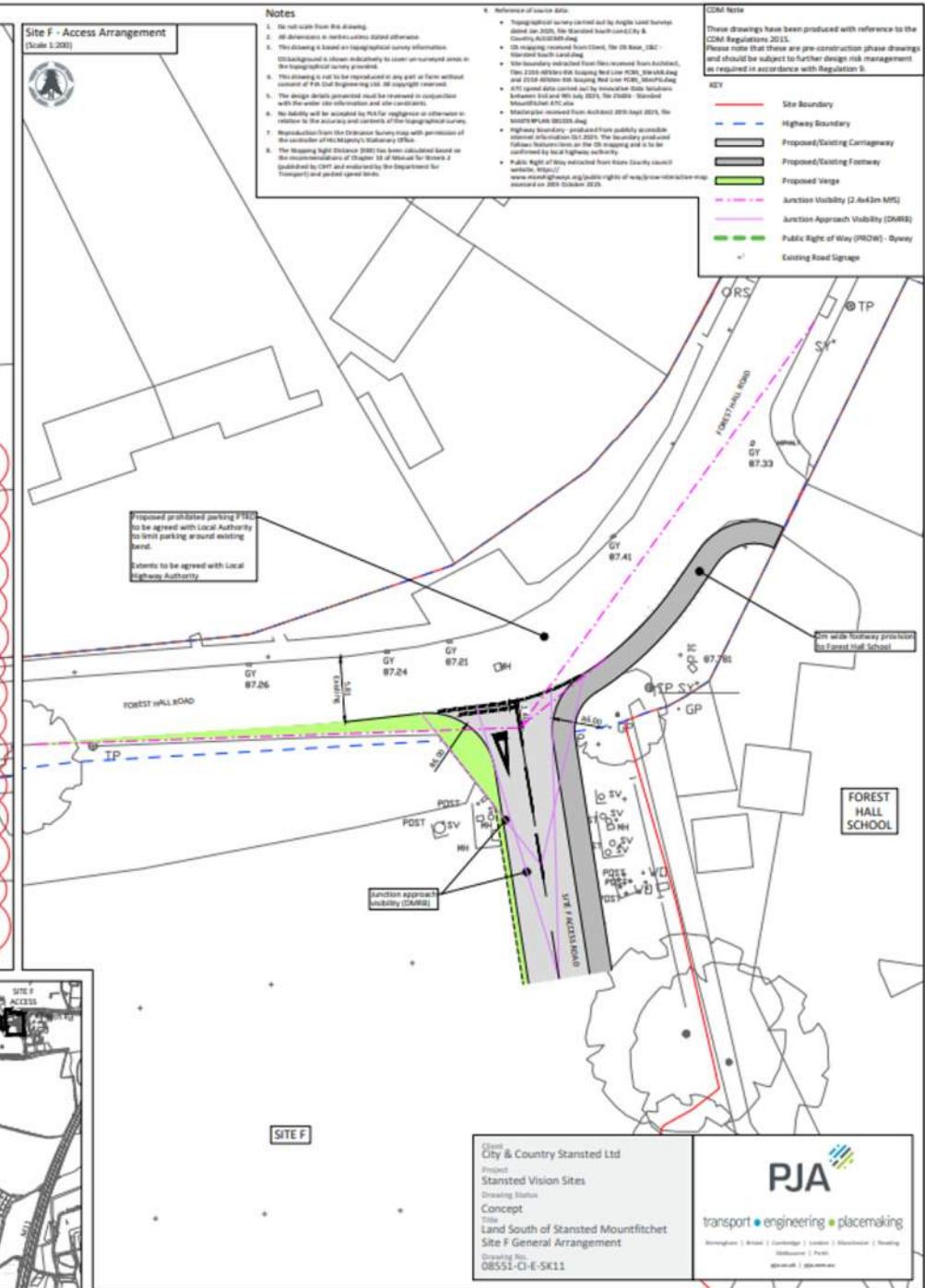
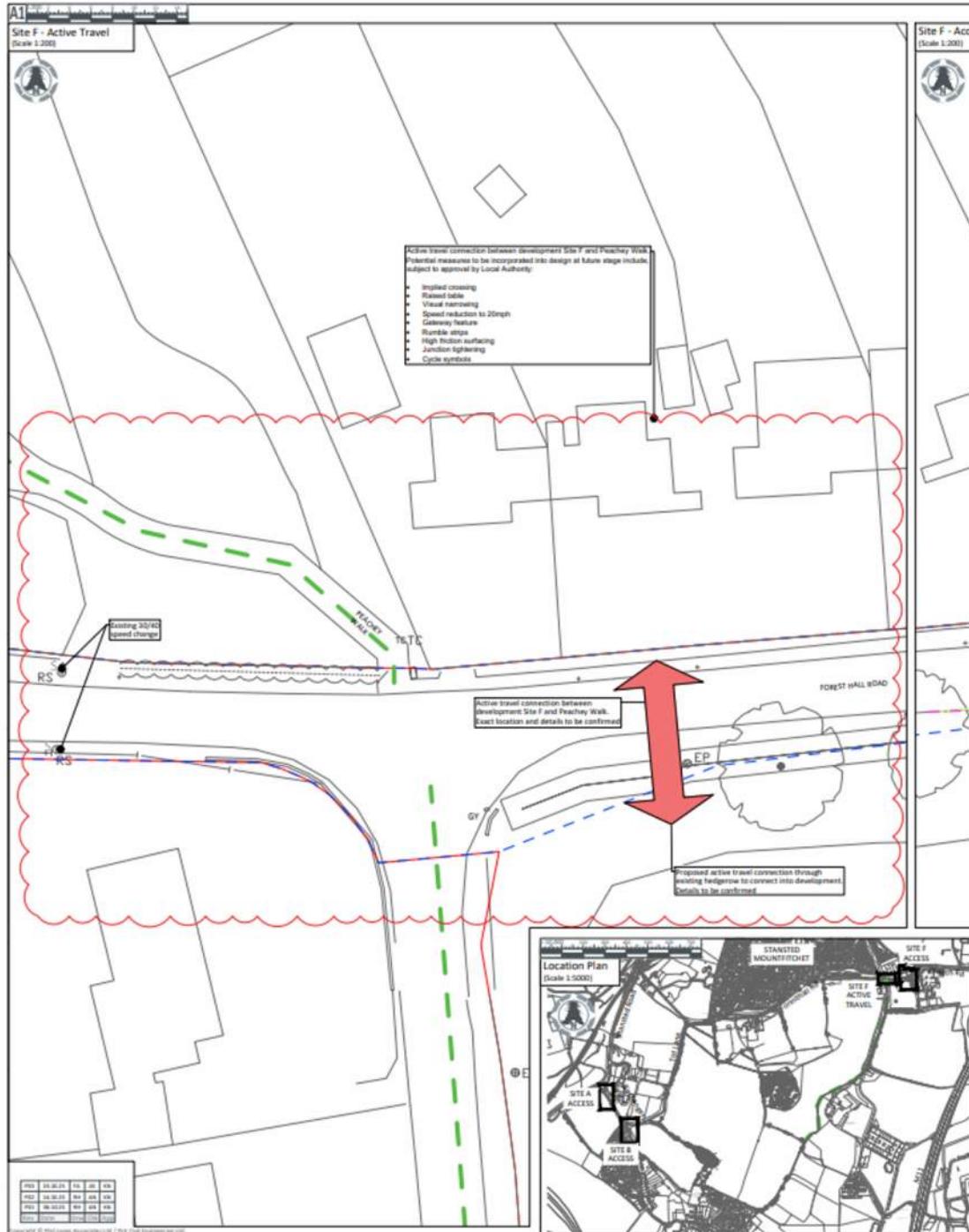


Table 3: Proposed Measures and Obligations (Land South of Stansted Mountfitchet)

Topic	Scheme	Delivery/Funding Mechanism	Trigger Point
Active travel	On-site routes and active travel access points	Delivery by developer	Prior to occupation.
	Forest Hall Road crossing points and active travel connection to Peachey Walk	Contribution via s106	Prior to occupation.
	Tot Lane closure	Contribution to TRO and modal filter via s106	Prior to occupation.
	Forest Hall Road crossing points and active travel connection to Peachey Walk	Contribution via s106	Prior to occupation
	Voucher for e-bike per dwelling on initial occupation / equivalent contribution to LHA for delivery of wider scheme	Contribution via s106 to wider scheme, obligation within Travel Plan secured by condition/s106	Prior to occupation.
	Connectivity improvements to Bishop's Stortford	Contribution via s106	Prior to occupation of 100 th dwelling.
Public Transport	See active travel route improvements for connectivity to bus stops/rail station	-	-
	Bus stop enhancements at Church Road	Contribution via s106	Prior to occupation.
Travel Planning	Preparation of a full Travel Plan for residential/commercial uses and implementation in line with the agreed framework	Condition	Prior to occupation.
Highway Capacity/Safety	Vehicular access points to the adopted highway	Delivery via s278	Prior to occupation.
	Forest Hall Road/Stansted Road signalisation scheme	Contribution via s106	Prior to occupation.
	A120 junction improvements	Contribution via s106	Prior to occupation of 100 th dwelling.



- Key
- Application boundary
 - Other land in client ownership
 - 1m contours
 - Motorway
 - A road
 - Local roads
 - Rural lanes
 - Access only lane
 - Railway
 - PROW - Bridleway
 - PROW - Footpath
 - Shared-use path (Equestrian, cycle and pedestrians)
 - Footway (shown where present at development site boundaries only)
 - Narrow / incomplete footway

- Secondary school
- Primary / infant school
- Health & leisure facility
- Commercial / office sites
- Park / play area

Stansted Vision Sites -
North of Birchanger

Local Context Plan

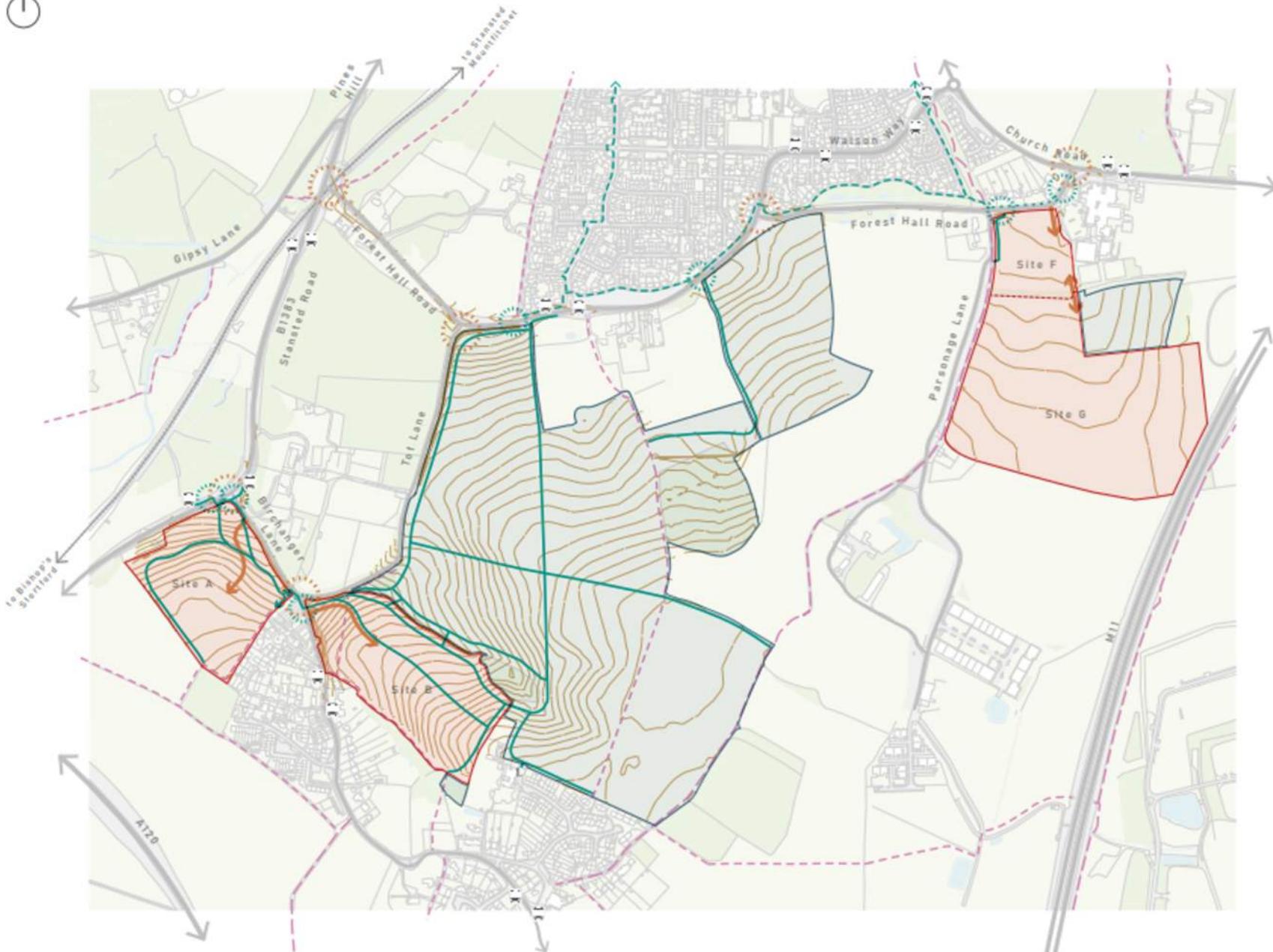
SK10



Stansted Vision Sites - North of Birchanger

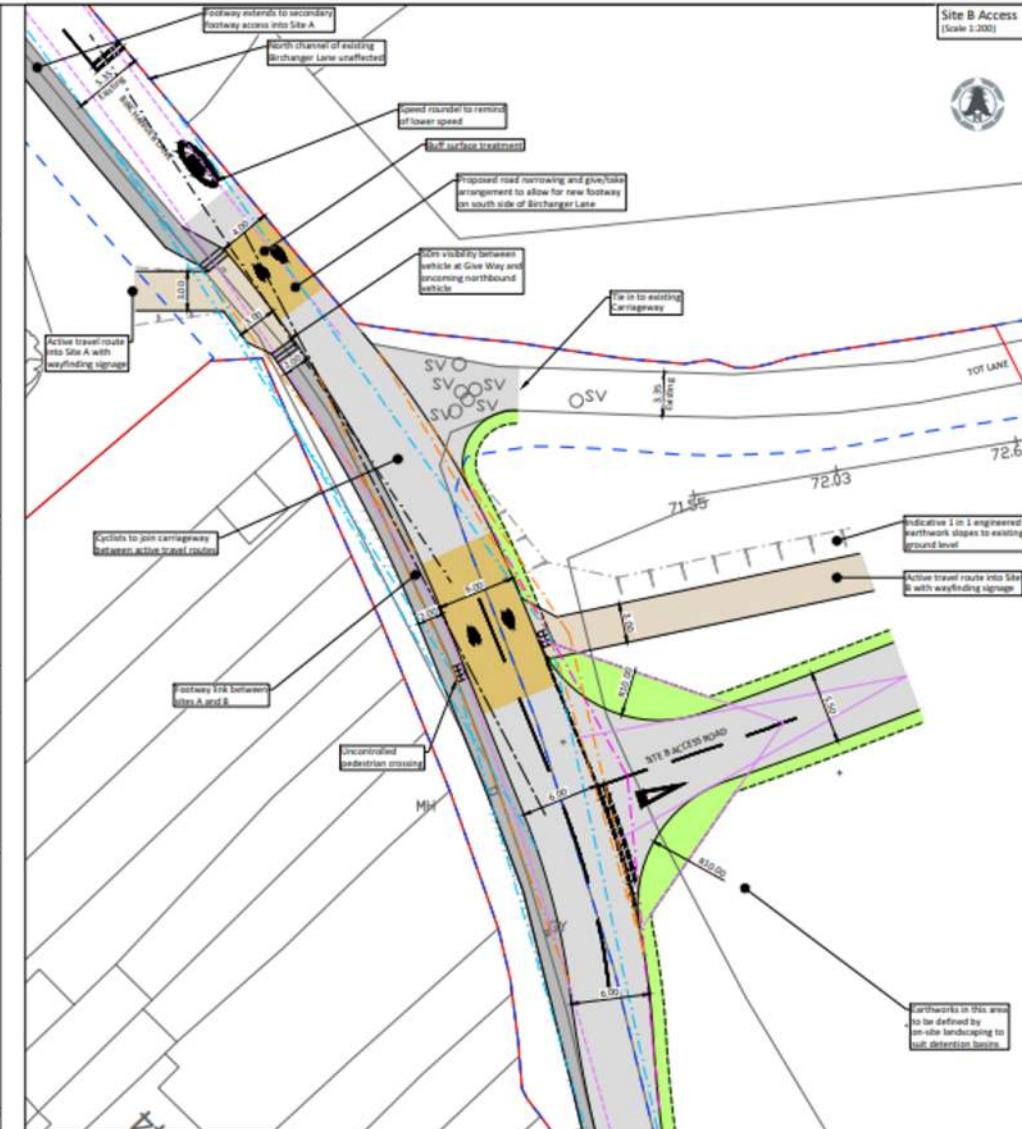
Transport Strategy

SK12

**DRAFT**

Stansted Vision Sites
Emerging Transport
Strategy

SK12



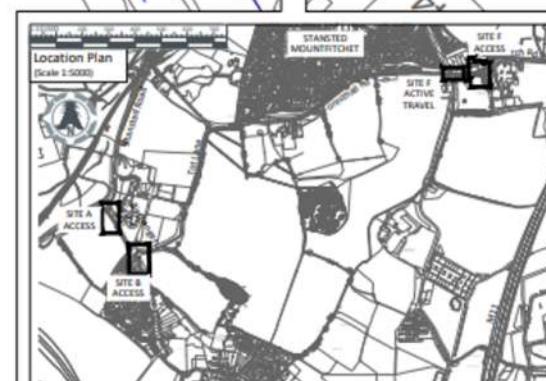
These drawings have been produced with reference to the CDM Regulations 2015.
Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 8.

Notes

1. Do not scale from this drawing.
2. All dimensions in metres unless stated otherwise.
3. This drawing is based on topographical survey information.
4. OS background is copyright © Ordnance Survey. All rights reserved. Licence number 100013840.
5. This drawing is not to be reproduced in any part or form without consent of PJA Civil Engineering Ltd. All copyright reserved.
6. The design procedures must be reviewed in conjunction with traffic and safety information.
7. No liability will be accepted by PJA for negligence or otherwise in relation to the accuracy and contents of the topographical survey.
8. Reproduction from the Ordnance Survey map with permission of Ordnance Survey is prohibited.
9. The stopping sight distance (SSD) has been calculated based on the recommendations of Chapter 10 of Manual for Drivers 2 (published by CDTI and modified by the Department for Transport) and ATC speed limit calculations. The SSD values have been taken into account the measured or design speed of traffic and the grade of the highway. They assume driver reaction times and vehicle deceleration rates based on the design speed and the type of vehicle.
- Summary: Northbound: 80m Southbound: 80m
- Waking light Distance: 80m
- Reference of source data:
 - Topographical survey carried out by English Land Surveyors dated June 2015. File 03_Basic_Site_B - Standard North Land - deg
 - File 03_Basic_Site_B - Standard South Land - deg
 - File 2105_000000000000000000000000.dwg extracted from files received from Arup Ltd.
 - File 2105_000000000000000000000000.dwg - Existing Red Line PCW0, MinWall.deg and 2105_000000000000000000000000.dwg - Existing Red Line PCW0, MinWall.deg
 - ATC speed limit calculations based on the following boundaries measured in July 2015, File 03ATC_Mountfitchet.dwg
 - Mountfitchet.dwg - Existing 2005 Sept 2015, File 03ATC.dwg
 - Highway boundary - produced from publicly accessible internet information (Ordnance Survey). The boundary may not be confirmed by the local highway authority. Where there are changes/variables see previous notes for the highway next to the extent of the existing line within Birchanger Lane

KEY

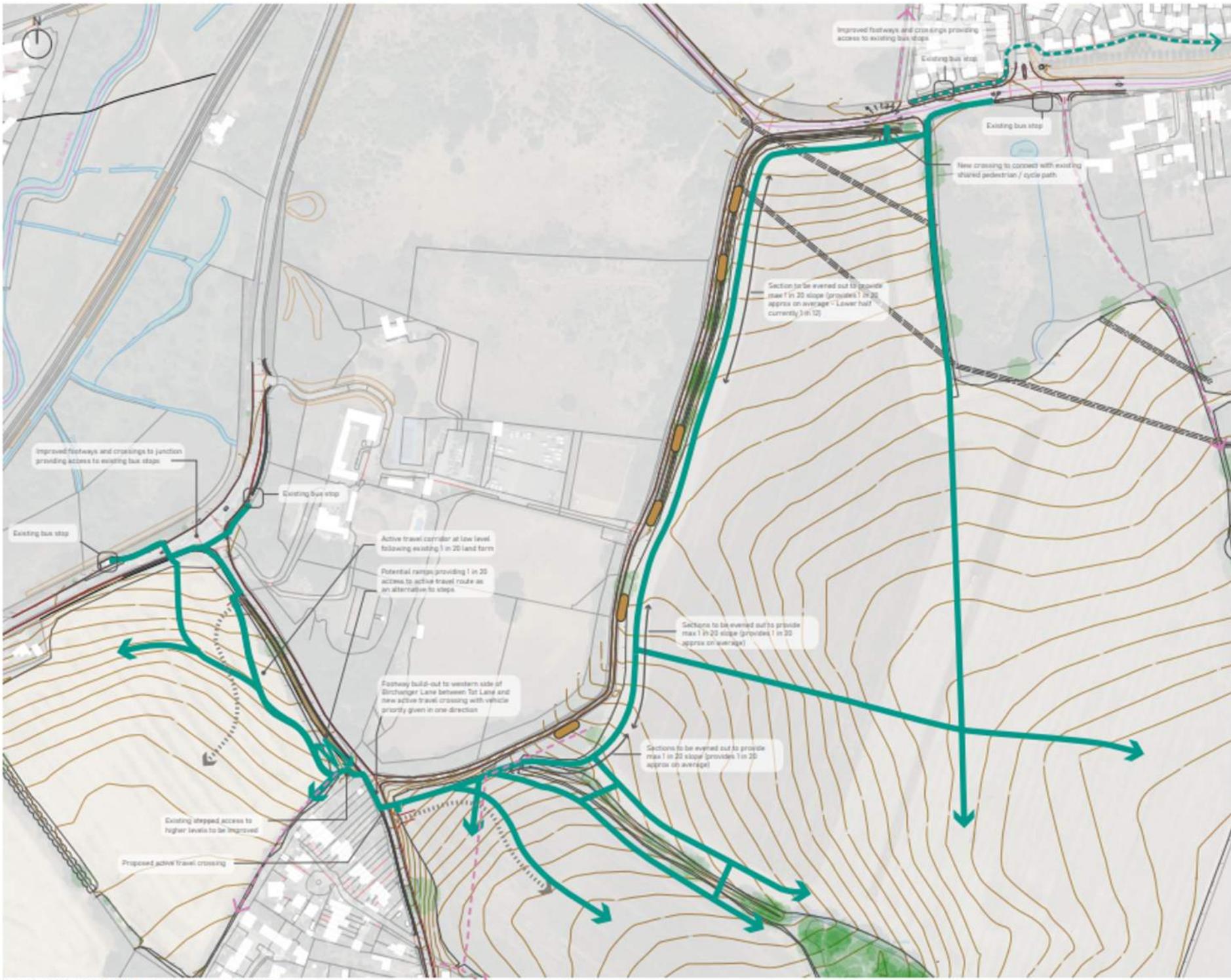
- Site Boundary
- Highway Boundary
- Proposed/Existing Carriageway
- Proposed/Existing Footway
- Proposed Shared Surface
- Proposed Verge
- Buff Surface Treatment
- Junction Visibility (MPS 2.4x25m)
- Pedestrian/Cycle Visibility (MPS 25m)
- Pedestrian/Cycle Visibility (ATC 50m)
- Forward Visibility on Birchanger Lane 50m c'bound, 40m n'bound (from ATC)
- Junction Approach Visibility (DNR98)
- 50m Forward Visibility between vehicle at Give Way and oncoming northbound vehicle
- 50m Forward Visibility between vehicle at road narrowing and oncoming northbound vehicle
- 50m Forward Visibility between vehicle at road narrowing and oncoming northbound vehicle

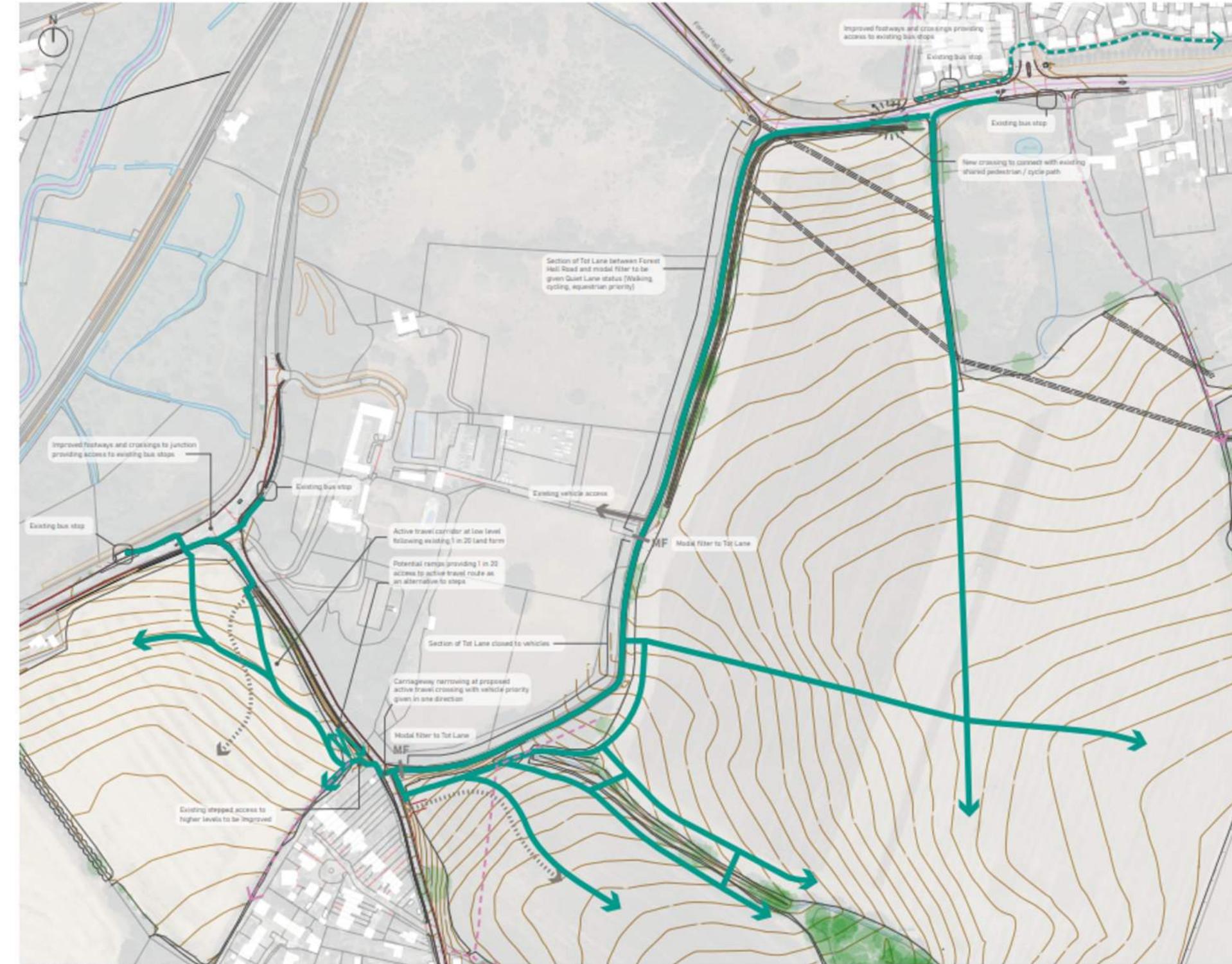


Client
City & Country Stansted Ltd
Project
Stansted Vision Sites
Drawing Status
Concept
Title
Land North of Birchanger
Sites A&B General Arrangement
Drawing No.
08551-CI-E-SK10

PJA

transport • engineering • placemaking
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Melbourne | Perth
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DRAFT

Stanstead Vision Sites
Tot Lane & Birchanger Lane
Active Travel Strategy -
Option 2

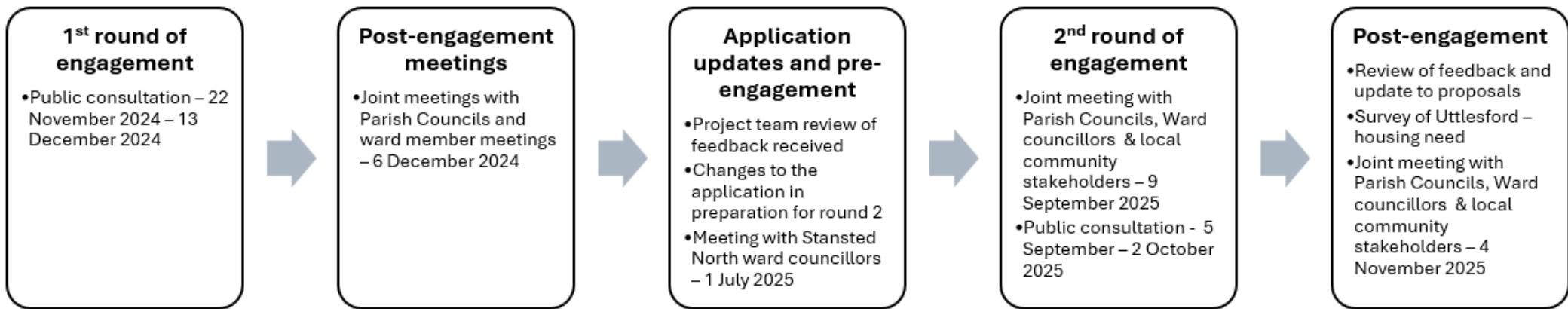
Table 2: Proposed Measures and Obligations (Land North of Birchanger)

Topic	Scheme	Delivery/Funding Mechanism	Suggested Trigger Point
Active travel	On-site routes and active travel access points	Delivery by developer	Prior to occupation.
	Active travel connections between Birchanger and Stansted Mountfitchet	Delivery by developer	Delivery of at least one route prior to occupation of 100 th dwelling.
	Reconfiguration around Tot Lane/Site B access	Delivery via s278	Prior to occupation.
	Tot Lane closure	Contribution to TRO and modal filter via s106	Prior to occupation.
	Forest Hall Road crossing point to Bentley Drive	Contribution via s106	Prior to opening of connecting active travel route.
	Speed limit reduction on Birchanger Lane	Contribution to TRO and signage via s106	Prior to occupation.
	Voucher for e-bike per dwelling on initial occupation / equivalent contribution to LHA for delivery of wider scheme	Contribution via s106 to wider scheme, obligation within Travel Plan secured by condition/s106	Prior to occupation.
	Connectivity improvements to Bishop's Stortford	Contribution via s106	Prior to occupation of 100 th dwelling.
Public Transport	See active travel route improvements for connectivity to bus stops/rail station	-	-
Travel Planning	Preparation of a full Travel Plan and implementation in line with the agreed framework	Condition	Prior to occupation.
Highway Capacity/Safety	Vehicular access points to the adopted highway	Delivery via s278	Prior to occupation.
	Birchanger Lane/Stansted Road signalisation scheme	Delivery via s278	Prior to occupation.
	A120 junction improvements	Contribution via s106	Prior to occupation of 100 th dwelling.



PUBLIC CONSULTATION

Consultation process



Second round of consultation

- **Promotion:**

- Updated community website
- Community newsletter
- Social media ads
- Press release

- **Public exhibition – 18 September 2025**

- 111 residents attended
- 203 responses received (inc.on-line feedback)

Developer City & Country releases new details for 520-home site between Stansted and Birchanger ahead of more consultation



Feedback key themes



Infrastructure



Traffic, safety
and parking



Environmental
impact



Village identity



Planning
process



Overdevelopment



Support

Online engagement

- **47 comments in total**
- **Ideas for improvement included:**
 - Provide more public open space to the community
 - Include pedestrian and cycle links to Stansted and Tot Lane
 - Add cycle and pedestrian links to Bishop Stortford
 - Provide a convenience store or café
 - Improve existing roads to deal with additional traffic
 - Retain existing trees onsite



Wider engagement in Uttlesford

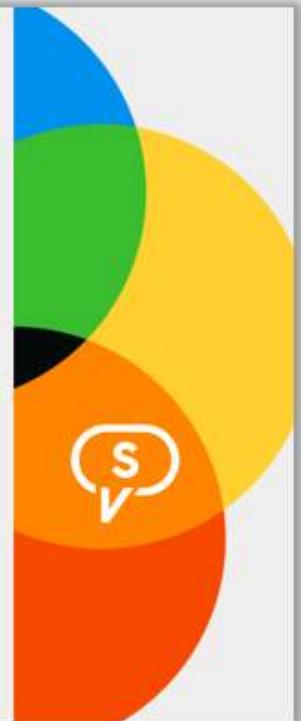
- City & Country commissioned Shared Voice to undertake further community engagement in Uttlesford to understand:
 - **Local people's attitude** to new housing in Uttlesford
 - Future **housing** needs
 - Identify **facilities** most **important** to the community

**Stansted Mountfitchet
&
Birchanger,
Uttlesford:**
**Community Opinion
Snapshot**

Prepared on behalf of
CITY & COUNTRY

by
SharedVoice

October 2025



Wider engagement in Uttlesford - Insights

Housing:

- Three in four respondents experienced housing cost increases in the last year
- Over 70% think housing is not affordable
- Two in three think more homes are needed
- Discounted homes for first-time buyers is priority
- Prioritise local people and key workers

Plans in Stansted Mountfitchet & Birchanger:

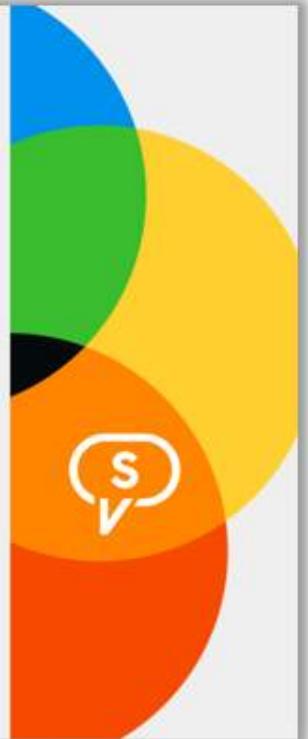
- Two in five support the plans
- Over 50% think the location is suitable for new housing
- Over two in three support the revisions made
- Prioritise road and parking infrastructure and education facilities

Stansted Mountfitchet & Birchanger, Uttlesford: Community Opinion Snapshot

Prepared on behalf of
CITY & COUNTRY

by
 SharedVoice

October 2025



A black and white line drawing of a landscape. In the foreground, there are rolling hills covered in various types of vegetation, including trees and shrubs. A winding path or road cuts through the center of the hills. In the bottom right corner, there is a small town with several buildings, including houses and a church with a steeple. The sky above the hills is filled with wispy clouds.

SCHEME CHANGES

Number of homes reduced from 1,050 to 480

Pedestrian & cycle Links added

Additional retail, nursery & office space in Stansted

Area for Forrest Hall school expansion, Birchanger Primary School expansion & Stansted Village Hall

Reduction in general commercial adjacent to M11 and replacement with landscape bank

Road safety enhancements

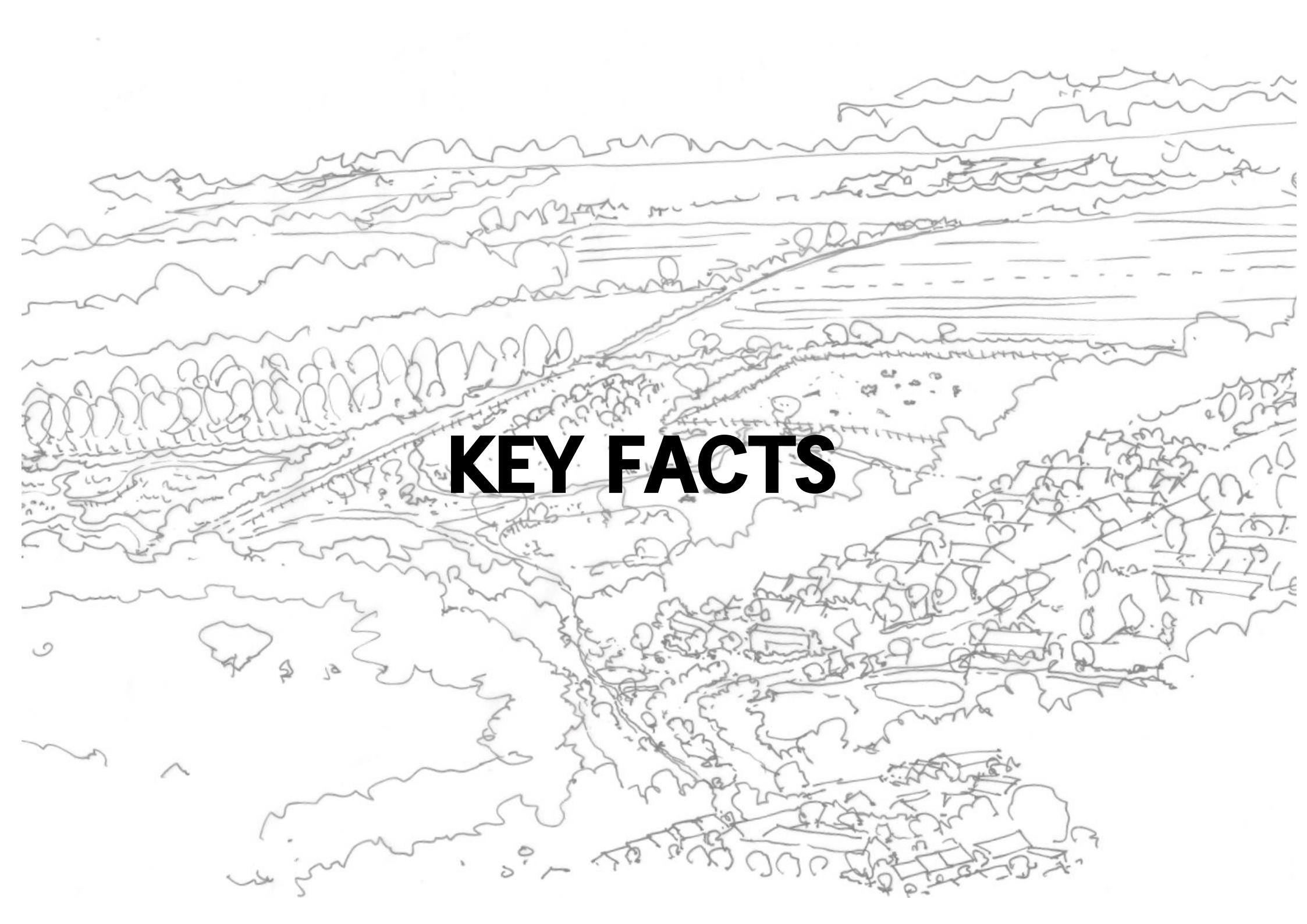
Confirmation that there are school places at both schools

Net zero carbon homes

>20% BNG

Creation of a Habitat Bank with legal protection to the land





KEY FACTS

180 homes in Birchanger

300 homes in Stansted

50% affordable housing - tenure to be agreed

3.6 km of active travel & footpaths in Birchanger site

4.0 km of active travel & footpaths in Stansted site

9.25 km of active travel & footpaths in the green gap

>20% Biodiversity Net Gain for Stansted and Birchanger

Approx 100 acres of retained land included ancient woodland, arable, and a habitat bank

Net zero carbon usage homes

Stansted is 15mins walk to centre, 5 minutes on bike and 15 minutes bus to airport.

Birchanger is 15 minutes cycle to Stansted centre and 15 minutes by bus to airport.

Exemplar, people first design.





QUESTIONS