

# Essex County Council response to the Draft Greater Cambridge Local Plan 2024 – 2045, ‘Publication’ Regulation 18 Version Local Plan, December 2025

## 1. Overview

- 1.1 Thank you for consulting Essex County Council (ECC) on the Draft Greater Cambridge Local Plan 2024 – 2045 – ‘Publication’ Regulation 18 Version Local Plan (December, 2025).
- 1.2 The ECC response to the Regulation 18 Local Plan (the Plan) consultation is set out within Appendix 1. The ECC response supports the preparation of the Plan and provides broad support.
- 1.3 This ECC response welcomes –
  - I. Cross Boundary Matters – that the preparation of the Local Plan considers strategic and cross-boundary matters. ECC’s response provides some further context to matters where more discussion, and consideration must be given in seeking to shape the Regulation 19 Local Plan such as ensuring connectivity is considered to key employment and international connectivity to London Stansted Airport and Chesterford Research Park.
  - II. Growth and Infrastructure Delivery – that the Greater Cambridge Local Plan ensures development will be accompanied by the right infrastructure.
  - III. Strategic Priorities – Notes and supports the inclusion of climate change as a strategic priority for the Local Plan and notes that Greater Cambridge is a water scarce area, similar to Essex, and it is welcomed that the emerging Local Plan is seeking to address water supply matters. It acknowledges that biodiversity and green spaces are addressed as a strategic priority.
  - IV. Economic Growth – ECC notes and welcomes that the fast-growing economy is driven by successful partnerships between academics, business, investors and local government, and the commitment to sustainable and inclusive growth.
- 1.4 ECC is committed to working with the respective Local Plan Authorities in seeking to develop the Greater Cambridge Local Plan and understand how our representations can be addressed through modifications.
- 1.5 A Local Plan provides a platform from which to secure a sustainable economic, social and environmental future to the benefit of residents, businesses and visitors. ECC recognise that a robust long-term strategy will provide a reliable basis on which the respective Local Planning Authorities, neighbouring authorities and partners may plan, provide the services and required infrastructure for which they are responsible.
- 1.6 A summary of the key matters that require further consideration to inform the Regulation 19 Local Plan include –
  - I. Cross Boundary Engagement and Collaboration – the response ensures that consideration is given to inform, shape, support and help refine development strategy and policies delivered by Local Planning Authorities within and adjoining Essex and would expect the Greater Cambridge Councils to recognise ECC’s role as a neighbouring infrastructure and service provider. Attention is drawn in particular to ECC’s statutory infrastructure provider role.
  - II. Regional Planning Context - ensure the planning context be amended to provide clarity concerning ECC’s role and relevant statutory plans/strategies.
  - III. Connectivity to London Stansted Airport - ensure an appreciation of the factors that attract existing and future businesses, training facilities and institutions to locate, continue to reside and facilitate the opportunity for future investment in the locality. A key draw for business and relevant

institutions is proximity to accessing foreign and domestic markets, through quality transportation services and infrastructure. In particular for the locality is the opportunity provided at London Stansted airport as well as the Stansted Airport College that is also on site.

- IV. Climate Change - the response shares information on best practice with Greater Cambridge councils, to assist in the emerging Local Plan, sharing evidence that has assisted supporting recent Essex Local Authority Local Plans and climate change policies.

## **2. Structure of the ECC Response**

2.0 The structure of the ECC response reflects the order and content of the Greater Cambridge Local Plan.

Table 1 – ECC’s response to the Draft Greater Cambridge Local Plan 2024 – 2045 – ‘Publication’ Regulation 18 Version Local Plan.

ECC Rep. No.	Subsection, para, bullet, settlement etc	Comments / Recommended Changes and Additions
ECC01	Identifying Development Needs – Page 15 - 16	<p>ECC supports the preparation of the Local Plan, and will assist on strategic and cross-boundary matters. Welcoming engagement and co-operation with relevant partners, for which those issues may have relevance.</p> <p>In particular ECC acknowledges the national and international significance of the high tech industries, research and development and life sciences within the area. The economies of scale for such industries is also noted in their presence within West Essex, and in particular Uttlesford District and Harlow Town. In developing and shaping the existing and future economic clusters, ECC would welcome further engagement to ensure there is full consideration to the inter-relationship and importance of the industries and employment growth within western Essex.</p> <p>Furthermore in the identification of development needs, it is important to appreciate the role that London Stansted airport plays and will continue to play in supporting the growth and development within these key industries. Aviation, and the air travel connectivity enables rapid worldwide transportation for goods and people, which is essential for global business and also supports tourism. It is important to note that within the government’s Industrial Strategy (2025), there is acknowledgement of the contribution, reliance and important role international connectivity plays in the growth and continued success of emerging sectors.</p>
ECC02	Our development strategy for Greater Cambridge – Cambridge Biomedical Campus Page 19 - 20	<p>ECC notes and welcomes that this section of the Greater Cambridge Local Plan <i>states “development will only be allowed if it is accompanied by the right infrastructure that will deliver the range of supporting services, facilities and infrastructure that workers, visitors and residents need that deliver the goal of making it a world class campus”</i> (page 19).</p> <p>It is important that there is an appreciation of the cross boundary matters with Essex. In particular connectivity with London Stansted airport. Air travel is essential for the movement of high volumes of people and goods globally at speed, economic growth reliant on global business, tourism, international collaboration and service exports are all dependent on the connectivity provided by the aviation sector. As the UK is an island nation it is dependent on international connectivity, and air travel plays an essential role to support current and future growth. It is recognised that knowledge exchange is improved by access to international conferences and increases opportunities for collaboration. International travel also widens the markets and allows business to have benefits from greater economies of scale, cutting costs and improving efficiencies.</p>

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		<p>The Local Plan must recognise the benefit of proximity to London Stansted airport; through promoting the operational benefits local businesses for the movement of people and goods, and facilitating tourism and leisure use enhancing opportunities for existing residents and providing access for international and domestic tourists in the locality. Consideration should be given to the existing and transportation needs for the area, and how accessibility to Stansted may be enhanced to support future growth.</p> <p>Attention is also drawn to ECC’s role as a neighbouring infrastructure and service provider with statutory roles and responsibilities.</p>
ECC04	Wellcome Trust Genome Campus – Page 21	ECC notes that the Greater Cambridge Local Plan seeks to help the Genome <i>Campus “employment park evolve into a place, supporting delivery of local services and facilities and helping it to find its place in the network of towns and villages”</i> (page 21). Furthermore at Granta Park the Local Plan is seeking to support its continued success. For both locations,
ECC05	Granta Park - Page 21	<p>given their proximity to Essex it is essential that the Local Planning Authorities works collaboratively with ECC and other partners, to ensure consideration is given to the cross boundary impacts within Essex in particular connectivity to similar businesses within Essex – Chesterford Research Park within Uttlesford and industries within Harlow; as well as connections to London Stansted Airport.</p> <p>Attention is also drawn to ECC’s role as a neighbouring infrastructure and service provider with statutory roles and responsibilities.</p>
ECC06	Rural South Cambridgeshire – Page 21	Given their proximity to Essex it is essential that the Local Planning Authorities works collaboratively with ECC and other partners, to ensure consideration is given to the cross boundary impacts within Essex, in particular highways and transportation, Early Years and Child Care, Education and Adult Community Learning.
ECC07	Climate Change – Strategic Priority – Page 23	<p>ECC notes and supports that a climate emergency has been declared by the Greater Cambridge authorities, and that climate change is a strategic priority for the Local Plan. ECC strongly support developments which seek higher energy performance standards for new homes than the requirement to be in accordance with Building Regulations and go beyond Future Homes Standard (FHS).</p> <p>Similarly to Essex, it is recognised and welcomed that the Local Plan is seeking to address the challenge of the availability of water supplies. Attention is drawn to Uttlesford District Council’s Local Plan (examination hearings held June 2025 and found sound in January 2026 – adoption scheduled soon) which includes Core Policy 34 entitled Water Supply and</p>

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		Protection of Water Resources. This may assist Greater Cambridge councils in progressing to Regulation 19 of this Local Plan.
ECC08	Biodiversity and Green Spaces – Strategic Priority – Page 23 – 24	<p>ECC welcomes that the Greater Cambridge councils are seeking to ensure that biodiversity and green spaces are addressed as a strategic priority. Seeking to increase and improve the network of habitats for wildlife, and green spaces <i>“for people, ensuring that development leaves the natural environment better than it was before”</i> (Page 23).</p> <p>ECC draws attention to the Essex Local Nature Recovery Strategy, and recommends that consideration be given to the strategy, with any cross boundary matters appropriately considered and addressed within the emerging Local Plan.</p>
ECC09	Wellbeing and social inclusion – Pages 24 – 25	<p>ECC welcomes the focus on the creation of <i>“healthy, sustainable and inclusive communities”</i> (page 25). ECC is keen to inform, shape, support and help refine development strategy and policies delivered by Local Planning Authorities within and adjoining Essex and would expect the Greater Cambridge councils to recognise ECC’s role as neighbouring infrastructure and service provider. This is of particular interest to ECC given the potential cross border impacts for ECC and involvement is necessary and beneficial and ECC’s statutory roles and responsibilities.</p> <p>Attention is drawn and an example of a relevant facility is at London Stansted Airport and the pioneering training campus - Stansted Airport College (STAC). The college opened in 2018 following an extensive partnership working with ECC, Harlow College and Manchester Airport Group (MAG).</p> <p>It is the first of its kind on airport campus training facility within the UK. Its success is related to its close proximity and integration with Stansted Airport. This allows students to have a close working and training relationship with aviation companies on site, and the collaborative curriculum development to ensure the courses reflect the specific needs of industry.</p> <p>The college offers a range of technical and professional courses in the disciplines of Aviation, Engineering and Events Management. With an opportunity for all students to gain industry recognised qualifications taught by experienced professionals. The college facility was rated by Ofsted as Good in 2024. In 2025 there were 500 students and 56 apprentices at STAC. In terms of academic success 97% of graduates in 2024 found jobs in the aviation sector, or pursued further studies within the sector or a related field. Students do travel from Greater Cambridge to access the training and education it offers.</p>

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		<p>Public and private sector partners are currently working together to facilitate the expansion of STAC, with the potential to increase student numbers by around 75% - from approximately 500 to 900 - across both aviation engineering and operations pathways, and address the diverse recruitment and skills needs of Stansted Airport-based aviation businesses. There is also potential opportunities to enhance relationships with other airports, aviation businesses and relevant partners within the wider locality. It is important that consideration is given to the opportunity and access to these for residents within neighbouring authorities, and ECC would welcome joint working with Greater Cambridge councils to ensure that social inclusion, and future education and training facilities are considered.</p>
ECC10	Jobs – Page 26	<p>ECC welcomes that jobs and the <i>“delivery of a flourishing, dynamic and mixed economy”</i> is sought to be delivered within Greater Cambridge and we recognise the economies of scale that this brings, and the spread of these industries within western Essex (including Harlow and Uttlesford (Chesterford Research Park)).</p> <p>ECC recognises the fast growing economy, and the importance of Cambridge, as well as its worldwide prestige, supported by successful businesses, industries, training and educational institutions.</p> <p>In developing Local Plans and future planning policy, it is imperative that there is an appreciation of the factors that attract existing and future businesses, training facilities and institutions to locate, continue to reside and facilitate the opportunity for future investment in the locality. A key draw for business and relevant institutions is proximity to accessing foreign and domestic markets, through quality transportation services and infrastructure. In particular for the locality is the opportunity provided at London Stansted airport, for the Local Plan to be effective it is essential that consideration is given to connectivity with London Stansted Airport for the existing and new businesses locating within the locality.</p> <p>London Stansted airport is a key international gateway to the East of England, and the third largest airport in the London system. The airport has significant capacity for future passenger growth, with planning permission for the continued airfield operations of 274,000 aircraft movements (of which 16,000 movements may be Cargo Air Transport Movements) and passenger throughput to 51 million terminal passengers in a twelve month calendar period.</p> <p>For the Local Plan to be effective it must ensure that the benefits if close proximity to London Stansted airport are clearly articulated, and the opportunity this provides for those living, working, residing and investing in Greater Cambridge.</p>
ECC11	Infrastructure – Page 27	<p>ECC is keen to inform, shape, support and help refine development strategy and policies delivered by Local Planning Authorities within and adjoining Essex and would expect the Greater Cambridge councils to recognise ECC’s role as</p>

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		<p>neighbouring infrastructure and service provider. This is of particular interest to ECC given the potential cross border impacts for ECC and involvement is necessary and beneficial –</p> <ul style="list-style-type: none"> <li>• Highway and Transportation Authority, including responsibility for the development and delivery of the Essex Local Transport Plan; lead authority for Education including Early Years and Childcare (EYCC), Special Education Need (SEN) and Disabilities, and Post 16 education; Minerals and Waste Planning Authority ; Waste Disposal Authority; Lead Local Flood Authority; lead advisor on public health; and has responsibilities for adult social care in relation to the securing the right housing mix which takes account of the specialist housing needs of older people and adults with disabilities;</li> <li>• infrastructure funding partner which seeks to ensure that development proposed is realistic and does not place an unnecessary (or unacceptable) cost burden on the public purse and, specifically, ECC’s capital programme;</li> <li>• major provider and commissioner of a wide range of local government services throughout the county, many of which are accessed by those who reside in adjoining authorities, such as residents in Greater Cambridgeshire (and where potential cross boundary impacts need to be considered).</li> </ul>
ECC12	Chapter 1 – The Greater Cambridge Economy – Page 33 (para 1.7 – 1.8)	<p>ECC acknowledges that <i>“Greater Cambridge is home to an internationally significant and well-established network of employment clusters, particularly in life sciences, information technology and advanced manufacturing, supported by two major universities”</i> (page 33, para 1.7). It is important that in setting the portrait of Cambridge there is acknowledgement of the cross boundary and strategic matters that must also be clearly articulated. In particular for the economy, the for the emerging Local Plan to be effective, it must appreciate the opportunity provided by international and domestic connectivity by London Stansted airport, as well as the biotech and advanced manufacturing business clusters evident within Essex (e.g. at Chesterford Research Park and Harlow).</p> <p>Given the <i>“international significance”</i> of the employment clusters, it is essential that there is appreciation of the proximity to London Stansted airport, and also seeking to ensure that surface accessibility to improve connectivity with Greater Cambridge is fully explored when developing the emerging Local Plan. London Stansted Airport provides connectivity to over 190 domestic and international route destinations across Europe, North Africa and the Middle East, providing access to in excess of 30 countries and this number is continually growing. With the airport regularly announcing new routes and/or increasing frequencies.</p> <p>Furthermore and for the employment clusters and wider industries within the Greater Cambridge, it is important to London Stansted Airport is the third largest cargo airport handling 274,000 tonnes per annum (SDP, 2025), with 11% of UK freight is flown through the airport. It plays an important role for businesses dependent on air cargo distribution in</p>

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		<p>particular for the East and the South East regions connecting with the global air cargo market. The success of the air cargo at Stansted Airport is due to its location as a gateway and within close proximity to major markets, in particular London, the Southeast and the Midlands. This facilitates onward travel connections, that is provided by the strategic road network connections to the M11 and A120, facilitating cargo distribution throughout the UK.</p> <p>As previously mentioned in the ECC response, the Stansted Airport College provides educational and training opportunities, with opportunities for expansion and students already travelling from the locality to access training from the college.</p>
ECC13	Regional Context – Page 36 (Para 1.16 – 1.17)	<p>ECC recommends that the regional planning context be amended to ensure there is clarity concerning ECC’s role and relevant statutory plans/strategies. Furthermore it is important that reference is explicitly made to the following plans and strategies –</p> <ul style="list-style-type: none"> <li>• Local Transport Plan 4 is recommended for adoption by ECC at a council meeting to be held in May 2026, following the Cabinet Committee meeting on 27<sup>th</sup> of January 2026, up to date information can be viewed on the ECC <a href="#">website</a>.</li> </ul> <p><u>Minerals &amp; Waste</u></p> <ul style="list-style-type: none"> <li>• <a href="#">Essex Minerals Local Plan 2014</a></li> <li>• <a href="#">Essex Minerals Local Plan Review (2021)</a></li> <li>• <a href="#">Essex and Southend-on-Sea Waste Local Plan 2017</a></li> <li>• <a href="#">Joint Municipal Waste Strategy for Essex (2007 – 2032)</a></li> </ul> <p>It is also important to note that ECC, will be part of a new single strategic authority for Greater Essex. It will take the form of a mayoral combined county authority. It is expected that a new mayor for Greater Essex will be directly elected by the public in 2028.</p> <p>A parallel but separate process that is also being undertaken is Local Government Reorganisation, the formal submission of the unitary council proposals was submitted by relevant authorities (including those within Greater Essex) in September 2025. A statutory consultation was undertaken commencing in November 2025 and closed mid-January 2026. A decision from Government on the proposal that will be implemented is expected by March 2026, with new Unitary elections in May 2027.</p>

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		<p>The Planning and Infrastructure Act, 2025 requires strategic planning authorities to produce a Spatial Development Strategy (SDS). This will be the responsibility of the Greater Essex Mayoral Combined County Authority. The SDS will set out the scale and broad locations for growth over a longer timeframe (20-30 years). When preparing such a long-term SDS, which is the Spatial Investment Framework for Essex, it is important to recognise the existing growth planned in emerging Local Plans and that of neighbouring authorities. In preparing the emerging Greater Cambridge Local Plan it is important to engage on an ongoing basis with ECC (or through the strategic planning authority for Cambridgeshire) to ensure strategic cross boundary matters are addressed in a consistent manner.</p>
ECC14	Evidence Supporting the Local Plan – Page 39 (Para 1.35 – 1.36)	<p><u>Highways and Transportation Evidence Base</u></p> <p>ECC expect Greater Cambridge councils to ensure the necessary highway and transportation assessments, with mitigation requirements and provision arising from the spatial strategy and new developments identified, including impacts on both the local and wider highway and transportation network. With consideration given to cross boundary impacts and needs associated with any growth proposals.</p> <p>ECC recommends that emphasis is placed on promoting integrated sustainable transport; with sustainable travel plans and passenger transport options in new developments and the connectivity between housing and employment areas to ensure an integrated transport package of solutions are developed. This is particularly important for the larger sites that may offer an opportunity for a step change in provision and in some cases will link to, or even place a burden on, services and facilities in neighbouring authorities.</p> <p>Close working on new evidence for the Local Plan to collectively improve connectivity between conurbations and employment areas in South Cambridgeshire and how they may relate to key destinations within Essex (e.g. Chesterford Research Park and London Stansted Airport), with a network of transit routes as a real alternative to private vehicles to facilitate a modal shift is recommended. This could be by either conventional bus or bus based rapid transit, to complement rail networks in the area.</p> <p><u>Climate Change Evidence Base</u></p> <p>ECC is also mindful that a climate emergency has been declared by the Greater Cambridge authorities, and that climate change is a strategic Priority for the Local Plan. ECC strongly support developments which seek higher energy performance standards for new homes than the requirement to be in accordance with Building Regulations and go</p>

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		<p>beyond Future Homes Standard (FHS). We provide the following information which shows what Essex authorities are doing in this area and see this as an approach the Greater Cambridge authorities could also adopt.</p> <p>To deliver sustainable and healthy communities in Greater Essex, ECC are mindful of the need to deliver homes and buildings that are designed to be highly energy efficient, have low running costs, incorporate renewable energy technologies, use materials and resources efficiently and are resilient to changes in climate. They should be built using high quality, natural and local materials where possible, and be designed to be re-used and adaptable in future. Building in this way means that we deliver wider objectives including energy security, reducing fuel poverty, stimulating local economic growth, minimising waste, and improving the health, comfort, and wellbeing of people living and working in Essex.</p> <p>Through the Essex Planning Officers Association (EPOA) led by the Climate and Planning Unit at ECC, the following evidence-led planning policies, guidance and advice, has been prepared.</p> <ul style="list-style-type: none"> <li>• EPOA Planning Policy Statement – Operational Energy and Carbon (Net Zero), October 2025 - GE1: Operational Energy and Carbon (net zero) in homes and buildings</li> <li>• EPOA Planning Policy Statement – Embodied Carbon and Circular Economy (October 2025) - GE2 Embodied Carbon and Circular Economy in homes and buildings</li> </ul> <p>The policies are being embedded in local plans, strategies and other planning documents that guide development in Greater Essex. ECC considers the policies are deliverable now, flexible, viable, and help prevent the need for additional new homes needing to be ‘retrofitted’ in future years. The Planning Policy Statements and evidence supporting these policies (including Open Legal Advice A 6/05/2025 and Addendum 20/10/2025) can be viewed on the Essex Design Guide <a href="#">here</a>. These policies and/or their key principles are being embedded in Local Plans throughout Essex.</p> <p>Please refer to the Open Legal Advice B briefing note which can be viewed <a href="#">here</a>. This advises that Local Planning Authorities can require higher building fabric and energy efficiency standards than those set in Building Regulations for new development coming forward now and crucially in advance of adopted local plan ‘net zero’ policy. The advice highlights that the model policies and evidence base can also be used by those drafting and bringing forward neighbourhood plans in advance of up to date Local Plans.</p>

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		ECC are sharing this information with Greater Cambridge Authorities, to assist in the emerging Local Plan. It is also important to note that the recent Uttlesford Local Plan has been found sound by the inspectors and contains policies that are consistent with the approach.
ECC15	Infrastructure Needs - Page 53 – Para 2.26	ECC acknowledges the reference to the Infrastructure Delivery Plan (IDP) accompanying the Local Plan. It is however notable that following a review of the IDP there is no reference to cross boundary matters, and the anticipated priorities for the future. For instance strengthening links to London Stansted airport from future employment and housing growth locations, in particular through sustainable modes (including but not limited to rail). ECC also draw attention to our previous comment that highlights the matters for consideration within the Highways and Transportation evidence base.
ECC16	Policy S/DS: Development Strategy – Rural Southern Cluster – (bullet d) – Page 58	Given their proximity to Essex it is essential that Greater Cambridge councils work collaboratively with ECC and other partners, to ensure consideration is given to the cross boundary impacts and connectivity within Essex, in particular highways and transportation, Early Years and Child Care, Education and Adult Community Learning.
ECC17	Spatial Strategy – Overview – Page 66 – Para 2.52	ECC notes that the Greater Cambridge Local Plan proposes “ <i>six new development strategy choices not considered for previous plans, which form geographically focused hybrids of the previously identified sources of supply</i> ”. ECC welcome joint working to ensure consideration is given and actively planned to ensure accessibility and connectivity to key services and facilities that will benefit Cambridgeshire and Greater Essex residents, visitors and those investing in these localities. This is particularly important given ECC’s role as a neighbouring infrastructure and service provider.
ECC18	New Settlements – Page 70 – Para 2.68	ECC notes that the Local Plan states “ <i>We also have evidence that locating homes close to existing and proposed jobs at the cluster of research parks to the south of Cambridge would help reduce commuting and associated carbon emissions and congestion</i> ”. ECC welcome joint working to ensure consideration is given and actively planned to ensure accessibility and connectivity to key services and facilities that will benefit Cambridgeshire and Greater Essex residents, visitors and those investing in these localities.
ECC19	Employment Strategy – Page 71 - 2.71 -	<p>ECC acknowledges that “<i>Greater Cambridge economy is nationally and internationally important</i>” (page 71, para 2.71). For the Local Plan to be effective it is important that in developing the employment strategy there is acknowledgement of the cross boundary and strategic matters that must also be clearly articulated. In particular for the economy, as previously highlighted within the ECC response, the emerging Greater Cambridge Local Plan must acknowledge and appreciate the opportunity provided for international connectivity by London Stansted airport.</p> <p>Given the international significance of the employment clusters, and for the Local Plan to be effective it must have an appreciation of the proximity to London Stansted airport, and also seeking to ensure that surface accessibility to improve</p>

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		<p>connectivity with Greater Cambridge is fully explored when developing the emerging Local Plan. London Stansted airport provides connectivity to over 190 domestic and international route destinations across Europe, North Africa and the Middle East, providing access to in excess of 30 countries and this number is continually growing. With the airport regularly announcing new routes and/or increasing frequencies.</p> <p>Furthermore and for the employment clusters and wider industries within the Greater Cambridge, it is important to London Stansted airport is the third largest cargo airport handling 274,000 tonnes per annum (SDP, 2025), with 11% of UK freight is flown through the airport. It plays an important role for businesses dependent on air cargo distribution in particular for the East and the South East regions connecting with the global air cargo market. The success of the air cargo at Stansted Airport is due to its location as a gateway and within close proximity to major markets, in particular London, the Southeast and the Midlands. This facilitates onward travel connections, that is provided by the strategic road network connections to the M11 and A120, facilitating cargo distribution throughout the UK.</p> <p>As previously mentioned in the ECC response, the Stansted Airport College provides educational and training opportunities, with opportunities for expansion and students already travelling from the locality to access training from the college.</p> <p>It is also important to recognise that some of the nationally significant industries and companies are located within the Essex administrative area – including Chesterford Research and businesses within Harlow. The connectivity between these and relevant Essex communities must also be considered.</p>
ECC20	Ensuring a Deliverable Plan – Water Supply – Page 74 – Para 2.80	Similarly to Essex, it is recognised and welcomed that the Local Plan is seeking to address the challenge of the availability of water supplies. Attention is drawn to Uttlesford District Council’s Local Plan which has now been found sound (with main modifications) and includes Core Policy 34 entitled Water Supply and Protection of Water Resources. This may assist Greater Cambridgeshire authorities in progressing to Regulation 19 of this Local Plan.
ECC21	Ensuring a Deliverable Plan – Transport Strategy – Page 75 -	<p>ECC expect Greater Cambridge councils to ensure the necessary highway and transportation assessments, with mitigation requirements and provision arising from the spatial strategy and new developments identified, including impacts on both the local and wider highway and transportation network. With consideration given to cross boundary impacts and needs associated with any growth proposals.</p> <p>ECC recommends that emphasis is placed on promoting integrated sustainable transport; with sustainable travel plans and passenger transport options in new developments and the connectivity between housing and employment areas to</p>

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		<p>ensure an integrated transport package of solutions are developed. This is particularly important for the larger sites that may offer an opportunity for a step change in provision and in some cases will link to, or even place a burden on, services and facilities in neighbouring authorities.</p> <p>Close working on new evidence for the Local Plan to collectively improve connectivity between conurbations and employment areas in South Cambridgeshire and Essex e.g. Chesterford Research Park and London Stansted <a href="#">A</a>airport, with a network of transit routes as a real alternative to private vehicles to facilitate a modal shift is recommended. This could be by either conventional bus or bus based rapid transit, to complement rail networks in the area.</p>
ECC22	Policy I/SI - Safeguarding Important Infrastructure – Page 687	<p>ECC notes and welcomes that the emerging Local Plan includes this policy for safeguarding important infrastructure within Greater Cambridge. It is noted that there is reference to Airport Public Safety Zones and Airport Air Safeguarding Zones within this policy. However the policy fails to include Air Safety Safeguarding Zones that considers the needs from cross boundary aerodromes; namely London Stansted Airport and Carver Barracks Military aerodrome within Uttlesford. ECC draws attention to the recent Uttlesford Local Plan <a href="#">Inspectors Report</a> (January 2025) and the <a href="#">Main Modifications</a> in particular reference MM22.</p> <p>MM22 recommends the inclusion of a new safeguarding policy that includes reference to the Duxford Aerodrome, as well as Carver Barracks and London Stansted Airport. ECC recommends that the Greater Cambridge Authorities consider this policy wording for the emerging Local Plan, and also discussions with the relevant airport operators, to ensure that the Air Safety Safeguarding Zones appropriate for Greater Cambridge are set out in future planning policy.</p>
ECC23	Policy I/AD – Aviation Development – Page 694 – 695	<p>ECC aims to assist Greater Cambridge authorities in drafting the emerging Local Plan, and therefore draws attention to the Uttlesford Inspectors Report and Main Modifications that is published (links provided). The inspectors and main modifications include an addition of policy regarding the approach to noise exposure. It recommends the addition - <i>“for aviation transport sources, the Significant Observed Adverse Effect Level is considered to occur where noise exposure is above 63dB LAeq,16hr (57dB LAeq,8hr at night) and the lowest observed effect level is considered to be 51DB LAEQ, 16HR (45DB LAEQ, 8HR at night)”</i>. This wording may be appropriate for the Greater Cambridge Local Plan.</p> <p>Furthermore it is also important to note that the Inspectors for Uttlesford also welcomed the addition of reference to outdoor noise on school sites should not exceeding 55DB LAEQ (30 MIN) (reference from the Main Modification - MM32). Similarly to the above, Greater Cambridge authorities may seek to adopt a similar approach.</p>