



# Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 8.2.1: Summary of Local Planning Policy Landscape, Townscape and Visual Resources

**Book 5**

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# 1 Introduction

## 1.1 General

- 1.1.1 This document forms Appendix 8.2.1 of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL). The ES presents the findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport’s existing runways and infrastructure (referred to within this report as ‘the Project’). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in **ES Chapter 5: Project Description** (Doc Ref. 5.1).
- 1.1.2 This document provides the Summary of Local Planning Policy – Landscape, Townscape and Visual Resources.

# 2 Summary of Local Planning Policy

Policy	Summary
<b>Adopted Policy</b>	
<b>Crawley 2030: Crawley Borough Local Plan 2015-2030 (2015)</b>	
Policy CH2: Principles of Good Urban Design	The policy seeks ‘To assist in the creation, retention or enhancement of successful places in Crawley, development proposals will be required to: respond to and reinforce locally distinctive patterns of development and landscape character’.
Policy CH3: Normal Requirements of All New Development	This policy requires that there is appropriate analysis and understanding of the landscape and townscape and protection of important features, including views. Developments should be of a high-quality design that relates positively to their surroundings. Proposals should provide a good standard of amenity and not cause unreasonable harm to amenity. Existing trees should be retained and where they are removed, new planting should be incorporated within the development.
Policy CH8: Important Views	The Local Plan defines two categories of views. The linear contained views are located within Crawley and do not extend across either landscapes or townscapes within the study area. Two of the identified long-distance views at Target Hill and Tilgate Park are relevant to this assessment as they are panoramas that theoretically include land at Gatwick Airport in the mid-distance. <ul style="list-style-type: none"> <li>▪ Target Hill: ‘Views from the south-eastern side of the hill, from the vicinity of the junction of Hobbs Road and Edrich Road, to the north-east over the Broadfield Mosque, across the borough to the distant hills’.</li> <li>▪ Tilgate Park: ‘Long distance view, northwards from the country park car park and the adjacent area of open space to the north, across Tilgate, Southgate and the town centre and beyond to Leith Hill, Box Hill and Colley Hill’.</li> </ul>
Policy CH9: Development Outside the Built-Up Area	This policy seeks to protect the ‘attractive setting’ of Crawley. Six areas are defined within the Local Plan. Only the ‘North East Crawley High Woodland Fringes’ area is relevant to this assessment, covering the area of land, including Gatwick Airport, east of the railway. Particular requirements include avoid the loss of important views, reflect local character and distinctiveness, minimize the impact of lighting on intrinsically dark landscapes and ensure buildings and parking areas are not visually prominent;
Policy CH10: High Weald Area of Outstanding Natural Beauty	‘The council will conserve and enhance the natural beauty and setting of the High Weald AONB by having particular regard to the High Weald AONB Management Plan in determining development proposals affecting the AONB’.
Policy ENV1: Green Infrastructure	This policy seeks to conserve and enhance Crawley’s multi-functional green infrastructure which is afforded the highest protection in the Local Plan. ‘Large proposals will be required to provide new and/or create links to green infrastructure where possible’.
<b>Reigate and Banstead Local Plan: Adopted Core Strategy (2014, reviewed 2019)</b>	
Policy CS2: Valued landscapes and the natural environment	This policy seeks to protect and enhance the borough’s green fabric including the countryside outside of the Surrey Hills AONB and urban green spaces and corridors. Development should seek to minimise impact on landscape character through appropriate siting and design.

Policy	Summary
Policy CS3: Green Belt	This policy seeks to maintain a robust and defensible Green Belt to ensure that the coherence of the green fabric is protected and future growth is accommodated in a sustainable manner.
Policy CS12: Infrastructure delivery	This policy seeks to ‘Secure green infrastructure in line with its Green Infrastructure Strategy to include provision of new open space and/or improvements to existing open spaces, the provision of and/or improvements to links between open space, and measures to link new and existing developments with open space’. If green space is lost ‘equivalent or better provision in terms of quantity and quality, or some wider community benefits, will be made in a suitable location’.
<b>Reigate and Banstead Borough Development Management Plan 2018-2027 (2019)</b>	
Policy NHE1 – Landscape Protection	<p>The policy makes specific reference to the ‘Gatwick Open Setting’ as follows; ‘Proposals for development between Horley and Gatwick Airport must ensure that a physical visual break is retained through the protection and intensification of existing tree/hedgerow belts and other landscape measures including a suitable and distinct landscape buffer to reinforce the identity and separateness of the settlement of Horley from Crawley and the airport, and have regard to the open setting of the airport consistent with adopted planning policies in adjoining areas’.</p> <ul style="list-style-type: none"> <li>▪ ‘Respect the landscape character and landscape features of the locality</li> <li>▪ Have particular regard for potential impacts on ridgelines, public views and tranquility, and the effects of light pollution</li> <li>▪ Be of a design, siting and scale that is complementary to the landscape and surroundings</li> <li>▪ Use appropriate building materials, particularly in terms of type and colour, to avoid the development appearing conspicuous in the landscape</li> <li>▪ Demonstrate how opportunities have been taken to enhance the immediate and wider setting of the development’.</li> </ul>
Policy NHE3 – Protecting trees, woodland areas and natural habitats	The policy seeks to protect trees, woodland and hedgerows. If vegetation is lost this should be compensated for through replanting either on site or off site.
Policy NHE4 – Green/Blue infrastructure	This policy seeks to preserve and enhance existing infrastructure, and new development must increase access to multi-functional open space and incorporate new green/blue infrastructure which links to existing infrastructure and the countryside. Land within the application boundary is allocated within the Management Plan as the ‘Riverside Green Chain’.
<b>Mole Valley Core Strategy 2009</b>	
Policy CS13 Landscape Character	This policy requires development to respect and enhance the local character of the landscape in which it is located. The natural beauty of the Surrey Hills AONB will be protected with particular focus on ‘significant views, peace, tranquility and levels of artificial light’. The policy seeks similar consideration for the protection of the area designated as Area of Great Landscape Value.
Policy CS 14 Townscape, Urban Design and the Historic Environment	This policy requires development to respect and enhance the local character of the townscape or landscape in which it is located. The policy states that ‘Development must incorporate appropriate landscaping with particular attention to the use of trees and hedges native to the locality’.
<b>Mole Valley Local Plan 2000 (Saved policies)</b>	
Policy ENV4 Landscape Character	This policy seeks to ensure development conserves the character of the local landscape and visual amenity through careful design and retention of existing vegetation.
Policy ENV22 General Development Control Criteria	This policy requires development to be of an appropriate design which does not significantly harm local amenity and retains attractive site features where possible to ensure the character of the locality is respected.
Policy ENV23 Respect for Setting	This policy requires development to respect its landscape or townscape setting through the use of appropriate design, protect visual amenity and the rural amenities of the Green Belt.
Policy ENV25 Landscape Design of New Developments	The policy states that development should demonstrate that a suitable landscape design is provided and that ‘existing trees of significant public amenity value’ are retained.
<b>Tandridge District Core Strategy 2008</b>	
Policy CSP 18 Character and Design	The policy states that development will be required to respect the local landscape or townscape character and setting and retain important site features.

Policy	Summary
Policy CSP 21 Landscape and Countryside	The policy states that <i>'The character and distinctiveness of the District's landscapes and countryside will be protected for their own sake, new development will be required to conserve and enhance landscape character'</i> .
<b>Tandridge Local Plan Part 2: Detailed Policies 2014 - 2029</b>	
Policy DP7: General Policy for New Development	This policy seeks to ensure all development is of a high quality, conserves local landscape character, incorporates appropriate landscape proposals and retains important existing trees.
Policy DP10: Green Belt	This policy seeks to prevent inappropriate development in the Green Belt that would be harmful.
<b>Mid Sussex District Plan 2014 – 2031</b>	
Policy DP16: High Weald Area of Outstanding Natural Beauty	The policy states that <i>'Development on land that contributes to the setting of the AONB will only be permitted where it does not detract from the visual qualities and essential characteristics of the AONB, and in particular should not adversely affect the views into and out of the AONB by virtue of its location or design'</i> .
<b>Mid Sussex District Local Plan 2004 (Saved policies)</b>	
Policy CP1: Protection of the Countryside	The policy states that outside of built-up areas <i>'the plan area is classified as a Countryside Area of Development Restraint where the countryside will be protected for its own sake'</i> .
<b>Horsham District Planning Framework 2015</b>	
Policy 30: Protected Landscapes	The policy states that <i>'The natural beauty and public enjoyment of the High Weald AONB and the adjoining South Downs Natural Park will be conserved and enhanced and opportunities for understanding and enjoyment of their special qualities will be promoted. Development proposals will be supported in or close to the protected landscapes where it can be demonstrated that there will be no adverse impacts to the natural beauty and public enjoyment of these landscapes as well as any cross boundary linkages'</i> . The policy states that proposals must demonstrate <i>'How the key landscape features or components of natural beauty will be conserved and enhanced. This includes maintaining local distinctiveness, sense of place and setting of the protected landscapes and if necessary providing mitigation or compensation'</i> .
<b>High Weald Area of Outstanding Natural Beauty Management Plan 2019 - 2024</b>	
Objective OQ3	<i>'To develop and manage access to maximise opportunities for everyone to enjoy, appreciate and understand the character of the AONB while conserving its natural beauty'</i> .
Objective OQ4	<i>'To protect and promote the perceptual qualities that people value – aircraft noise – dark skies – scenic impact of intrusive development on valued views'</i> .
<b>Surrey Hills Area of Outstanding Natural Beauty Management 2020 to 2025</b>	
Policy RT3	<i>'Significant viewpoints and vistas will be identified, conserved and enhanced'</i> .
Policy P2	<i>'Development will respect the special landscape character of the locality, giving particular attention to potential impacts on ridgelines, public views and tranquility'</i> .
Policy P6	<i>'Development that would spoil the setting of the AONB, by harming public views into or from the AONB, will be resisted'</i> .
<b>Kent Downs AONB Management Plan 2021-2026</b>	
Sustainable Development Policy SD6	<i>'Activities to increase understanding of the importance and extent of tranquility, remoteness and 'dark night skies' within the Kent Downs will be pursued'</i> .
Sustainable Development Policy SD8:	<i>'Ensure proposals, projects and programmes do not negatively impact on the distinctive landform, landscape character, special characteristics and qualities, the setting and views to and from the Kent Downs AONB '</i>
<b>South Downs Local Plan 2014 to 2033</b>	
Strategic Policy SD6: Safeguarding Views	<i>'The purpose of this policy is to ensure that development does not harm views or landmarks, to encourage conservation and enhancement of key view types and patterns, and to ensure development does not detract from the visual integrity, identity and scenic quality that are characteristic of the National Park.'</i>

Policy	Summary
Strategic Policy SD7: Relative Tranquility	<i>'The purpose of this policy is to ensure that development does not harm the relative tranquility of the National Park and to encourage the conservation and enhancement of positive tranquility factors.'</i>
Strategic Policy SD8: Dark Night Skies	<i>'The purpose of this policy is to ensure that development does not harm the quality of dark night skies. It also encourages enhancement of the dark night skies of the National Park, for the benefit of people and wildlife. The policy seeks to do this by ensuring that proposed lighting is necessary, and by reducing the unnecessary light spill that is often a result of poor design, in order to minimise the overall impact of light.'</i>
Strategic Policy SD23: Sustainable Tourism	<i>'The purpose of this policy is to foster the responsible and sustainable delivery of tourism and recreation development in accordance with the Sustainable Tourism Strategy.'</i>
<b>Emerging Policy</b>	
<b>Draft Crawley Borough Local Plan 2021-2037. Regulation 19 Consultation (2021)</b>	
Policy SD1: Presumption in Favour of Sustainable Development	<i>'When considering development proposals, the council will take a positive approach to approving development which is sustainable.... Development will be supported where it meets the strategic objectives including: ... 2. Complements Crawley's character as a compact town within a countryside setting; ... 4. Protects, enhances and creates opportunities for Crawley's unique Green Infrastructure.'</i>
Policy CL2: Making Successful Places: Principles of Good Urban Design	<p><i>To assist in the creation, retention and/or enhancement of successful places, applications must demonstrate that the form of new development has addressed the following Principles:</i></p> <p><i>1. Existing Character</i>  <i>All new development must identify, respond to and be based upon a thorough understanding of the significance and distinctiveness of both the site and the wider area's existing character. All proposals should demonstrate they have considered the council's relevant character and heritage assessments as a starting point for the design assessment.</i>  <i>For major applications, proposals must demonstrate and document how the components of existing rural/urban structure, movement patterns, individual landscape/built assets and topography have guided and directed the form of new development. Proposals must be dictated to and directed by these various elements, setting out a clear design vision which builds upon, protects, reinforces and enhances the existing character, while not preventing or discouraging appropriate innovation or change (such as increased densities).</i></p> <p><i>2. Effective Use of Land</i>  <i>All new development must identify, test, determine and (where appropriate) embrace opportunities for increased density.</i></p> <p><i>3. Built Form, Layout and Movement</i>  <i>In considering the layout, scale and arrangement of buildings or streets, all new development must:</i></p> <ul style="list-style-type: none"> <li><i>i. demonstrate how all the components and characteristics of place have been considered to create a well-designed proposal;</i></li> <li><i>ii. demonstrate how places are experienced and make connected places that are permeable for people and wildlife; and</i></li> <li><i>iii. optimise orientation, solar gain and aspect.</i></li> </ul> <p><i>Major applications must:</i></p> <ul style="list-style-type: none"> <li><i>a) ensure the proposed urban structure results in movement paths and corridors which are determined by where people want to go within and beyond the development, taking advantage of direct desire lines as much as possible;</i></li> <li><i>b) provide recognisable spaces and routes that are attractive, safe, uncluttered and which work effectively for all in society, including disabled and elderly people. Intersections and landmarks should be used and designed to help people find their way around and create places that are legible and easy to read;</i></li> <li><i>c) create continuous frontages onto streets and spaces enclosed by development which clearly define private and public areas and ensure streets, footpaths and open spaces are overlooked by buildings; and</i></li> <li><i>d) ensure movement corridors and the placing of new development take account of long distant vistas, landmarks, views into and out of adjoining areas, gateways to and between particular areas, and focal points. Illustrative tools, such as accurate 3D views modelling, should be used to show major proposals in relation to the existing setting/context, particularly from a street level perspective.</i></li> </ul>



Policy	Summary
<p>Policy CL3: Movement Patterns, Layout and Sustainable Urban Design</p>	<p>All development should seek to:</p> <ol style="list-style-type: none"> <li>1. Use land more efficiently and sustainably, integrate land uses and transport networks. It should build upon, connect to, enhance and extend sustainable movement, in turn maximising opportunities for compact development and sustainable travel and increased levels of sustainable transport modal share.</li> <li>2. Put people before traffic and encourage walking and cycling through establishing a layout of pathways which:               <ol style="list-style-type: none"> <li>i. Understand and respond to the wider borough pattern of movement, demonstrating how walking and cycling connections will enhance and integrate schemes with Crawley Town Centre, local centres, transportation hubs, schools and employment areas.</li> <li>ii. Connect new development to areas of rural open space and/or large urban areas of green open space and ensure new route alignments follow direct desire lines as much as possible allowing for through routes to be straight and direct, providing clear, legible and obvious linkages to adjoining areas.</li> <li>iii. Ensure that buildings are orientated to overlook movement corridors in order to provide passive supervision and safety.</li> </ol> </li> </ol> <p>In addition to the above, larger schemes will be required to establish a development form based on sustainable compact layout and scale. These must:</p> <ol style="list-style-type: none"> <li>a. Be planned and located adjacent to stations, stops or interchanges along existing segregated, high capacity, high frequent public transport corridors; and</li> <li>b. Be designed and laid out to ensure future residents and users are within eight minute walking distance of such rail stations or bus stops.</li> </ol>
<p>Policy CL5: Development Briefs and Masterplanning</p>	<p>To support applications for significant developments or sites which could form part of wider development area, Development Briefs and/or Masterplans may be required to illustrate and describe how planning and design policies and principles will be implemented. Pre-application consultation should take place at the earliest opportunity. At concept design stage, Masterplans should provide indicative and flexible vision for future development form, urban design concepts and options. These should be informed by preliminary technical appraisals and viability testing.</p> <p>Masterplans must chart overall urban design guidance and intent, specifically:</p> <ol style="list-style-type: none"> <li>i. how a site or series of sites will be developed, implemented and phased;</li> <li>ii. setting out principles on matters of importance rather than prescribing design in detail.</li> </ol>
<p>Policy CL6: Structural Landscaping</p>	<p>The identified areas of structural landscaping are not located within the ZTV or the study area and would not be affected by the proposals. Whilst the policy wording does not relate to the Gatwick Project the supporting explanatory text states <i>'Where limited or weak structural landscaping can be identified as a negative factor in the attractiveness of an area, opportunities will be sought to deliver enhancements as part of a development proposal'</i>.</p>
<p>Policy CL7: Important and Valued Views</p>	<p>The following types of Important Views identified on the Local Plan Map should be protected and/or enhanced and development proposals should not result in a direct adverse impact or lead to the erosion of these views:</p> <ul style="list-style-type: none"> <li>▪ Linear contained views</li> <li>▪ Long distance views</li> <li>▪ Valued Views More</li> </ul> <p><i>'Area Character Assessments, when prepared, will further identify valued localised views. Where such work defines urban and landscape structure, the relationship between landscape, settlement and movement patterns, will be framed and founded upon both long distance and linear views. Views out of a site or place are as important as defining from where there are the most important views into a site. The visual impact of proposals affecting Important and Valued Views must be clearly and accurately demonstrated as part of the planning application submission, for example through the use of verified view montages and cross sections'</i>.</p>
<p>Policy CL8: Development Outside the Built-Up Area</p>	<p><i>'To ensure that Crawley's compact nature and attractive setting is maintained, development should, inter alia,</i></p> <ol style="list-style-type: none"> <li>i. Be grouped where possible with existing buildings to minimise impact on visual amenity;</li> <li>ii. Identify existing character and key assets, landscape and built forms, and recognise the significant qualities of the area, including its grain, aspect, scale, natural resources, views, sense of space and tranquility to guide any new development;</li> <li>iii. Identify the strategic context of such settings and environments of the town and respond intelligently to the underlying landscape and environmental systems and form;</li> <li>iv. Maintain a loose-knit, low density rural character clearly differentiating it from development within the urban area;</li> <li>v. Be located to avoid the loss of important on-site views and off-site views towards important landscape features</li> <li>vi. Reflect local character and distinctiveness in terms of form, height, scale, plot shape and size, elevations, roofline and pitch, overall colour, texture and boundary treatment (walls, hedges, fences and gates);</li> <li>vii. Minimise the impact of lighting to avoid blurring the distinction between urban and rural areas and in areas which are intrinsically dark to avoid light pollution to the night sky;</li> <li>viii. Ensure</li> </ol>

Policy	Summary
	<p>buildings and any external hard surfacing, parking areas, access roads and outdoor storage are not visually prominent in the landscape; xi. Ensure access to the countryside is maintained and enhanced from Crawley's neighbourhoods.</p> <p>In addition to the above, all proposals must recognise the individual character and distinctiveness, and the role of the landscape character area or edge in which it is proposed as shown on the Local Plan Map, established by the Crawley Borough Council Landscape Character Assessment. Certain types of development may alter one or more important elements that make up a Character Area or Edge. This is acceptable if its overall character and role is not compromised and measures are taken to limit impacts through mitigation and enhancement where possible. This may be the strengthening of other elements of the area's character or general enhancement through increased biodiversity, green links and other mitigation measures as detailed in the Landscape Character Assessment. Proposals which alter the overall character of the area must demonstrate that the need for the development clearly outweighs the impact on landscape character and is in accordance with national and local policy. Mitigation and/or compensation will be sought in such cases where this can be proven. Applicants are advised to consider the enhancement opportunities identified in the Crawley Borough Landscape Character Assessment'.</p>
<p>Policy CL9: High Weald Area of Outstanding Natural Beauty</p>	<p>'The council will conserve and enhance the natural beauty and setting of the High Weald AONB by having particular regard to the High Weald AONB Management Plan in determining development proposals affecting the AONB. Where development is proposed close to, or within, the High Weald Area of Outstanding Natural Beauty, consideration of both the visual impacts on the intrinsic scenic qualities of the AONB and the impacts of its landscape character or features, must be provided within submitted landscape character assessments'.</p>
<p>Strategic Policy DD1: Normal Requirements of All New Development</p>	<p>Development proposals must use land efficiently and not unduly restrict the development potential of adjoining land, nor prejudice the proper planning and phasing of development over a wider area.</p>
<p>Policy DD2: Inclusive Design</p>	<p>Development proposals are required to achieve the highest standards of accessible and inclusive design possible.</p>
<p>Strategic Policy DD4: Tree Replacement Standards</p>	<p>Tree retention and provision needs to be accounted for at an early stage when designing the layout of new development. Following the completion of surveys and analysis of the site, consideration must be given to which trees are the most suitable for retention.</p>
<p>Policy DD5: Aerodrome Safeguarding</p>	<p>Development will only be supported if it is consistent with the continued safe operation of Gatwick Airport.</p>
<p>Policy OS1: Open Space, Sport and Recreation</p>	<p>Proposals that benefit the use of existing open space, sport and recreational spaces will be supported. However, proposals that remove or affect the continued use of existing open space, sport and recreational spaces will not be permitted unless:</p> <ul style="list-style-type: none"> <li>a) An assessment of the needs for open space, sport and recreation clearly show the site to be surplus to requirements; or</li> <li>b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</li> <li>c) The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</li> </ul> <p>Whilst a site may be surplus to requirements as open space it may still be of environmental or cultural value. The site's development may have unacceptable visual or amenity impact, or adversely affect its wider green infrastructure functions, including for climate change mitigation. Therefore, applicants should also carefully consider the character, landscape, biodiversity and other environmental policies in the Plan.</p>
<p>Policy OS3: Rights of Way and Access to the Countryside</p>	<p>Public Rights of Way will be protected by ensuring that development does not result in the loss of, or adversely affect, a Right of Way or other recreational route, unless a new route is provided of equal or better value.</p> <p>Unless it can be clearly shown that a Public Right of Way is unnecessary or not needed, proposals which result in the loss of a Public Right of Way must ensure re-provision of equal or better value.</p> <p>Proposals which detract from the character of a Right of Way or other type of recreational route must adequately mitigate the impacts or provide a new resource of equal or better value if this is not possible.</p> <p>This may include:</p> <ul style="list-style-type: none"> <li>i) the provision of safe and convenient links to nearby Rights of Way/recreational routes; and/or</li> <li>ii) new or upgraded existing Rights of Way to multi-functional routes which improve environmental functions and visual amenity to create benefits for a range of users, such as for Non-Motorised Users (walkers, cyclists, equestrians, individuals with disabilities and impairments) and motorised disability users on the urban fringe of the town, with connections both inward to the centre, and outward to the wider countryside.</li> </ul>



Policy	Summary
Strategic Policy GI1: Green Infrastructure	<p>Any growing urban area will place additional stress on the natural environment, including the aquatic environment. Crawley's multi-functional green infrastructure network will be conserved and enhanced through the following measures:</p> <ul style="list-style-type: none"> <li>i. Development which protects and enhances green infrastructure will be supported;</li> <li>ii. Development proposals should take a positive approach to designing green infrastructure, utilising the council's supplementary planning documents to integrate link and enhance the network of green assets;</li> <li>iii. Development proposals which reduce, block or harm the functions of green infrastructure should be avoided. Any loss or impact will be required to be adequately justified, minimised, mitigated or, as a last resort, compensated for, to ensure the integrity of the green and blue infrastructure network is maintained;</li> <li>iv. The strategic green infrastructure network is afforded the highest protection due to its high value from existing or identified potential multiple functions, for example as recreation, routeways, access to the countryside, wildlife and climate mitigation;</li> <li>v. Development proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting to the urban/rural fringe and the wider countryside beyond;</li> <li>vi. Cross-boundary matters relating to green infrastructure should be considered and incorporated at the early stage of an application</li> <li>vii. Large development proposals will be required to provide new and/or create links to green infrastructure as well as take into consideration the use of SuDS and methods that incorporate blue infrastructure into development designs to improve the visual amenity of the development, to account for Policy EP1 and to aid in reducing surface water run-off.</li> <li>viii. Householder developments and small non-residential extensions should take into account Policy EP2 and innovative solutions that incorporate green and blue infrastructure into designs at an early stage.</li> <li>ix. Where possible, Natural England's Accessible Natural Green Space Standard recommendations and the Woodland Trust's Woodland Access Standard should be used to assess a development proposal's location in relation to existing accessible natural green space and woodland. As a minimum, developments should seek to ensure new development proposals meet the Crawley local standards for natural greenspace set out in paragraphs 7.13 and 14.16 relating to quantity, accessibility, quality and value.</li> </ul>
<b>Our Local Plan 2033 Tandridge District Council</b>	
Policy TLP03: Green Belt	This policy seeks to prevent inappropriate development in the Green Belt that would be harmful.
Policy TLP32: Landscape Character Policy	The policy requires that development protects and enhances the character and qualities of the local landscape and key public views, retains important landscape features, protects the landscape setting and provides appropriate landscape mitigation.
TLP33: Surrey Hills and High Weald Areas of Outstanding Natural Beauty	The policy seeks to ensure that developments that influence the setting of the High Weald AONB would conserve and enhance special landscape character and safeguard public views out of and into the AONB.
<b>Draft Future Mole Valley 2020 to 2037 Proposed Submission Version (2021)</b>	
Policy EN1: Development in the Green Belt	This policy seeks to prevent inappropriate development in the Green Belt that would be harmful.
Policy EN4: Design and Character	The purpose of this policy is to promote an effective use of land, while ensuring that all development achieves consistent and high quality standards of design.
Policy EN8: Landscape Character	This policy seeks to protect the existing qualities of the landscape or enhance those characteristics that are recognised as defining the special character of the varied landscapes of Mole Valley.

### 3 References

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### 4 Glossary

#### 4.1 Glossary of Terms

**Table 4.1.1: Glossary of Terms**

Term	Description
AONB	Area of Outstanding Natural Beauty
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited