



YOUR LONDON AIRPORT  
*Gatwick*

*Our northern runway: making best use of Gatwick*

Preliminary Environmental Information Report  
Appendix 18.2.1 Summary of Local Planning Policy: Agricultural Land Use and Recreation

September 2021

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## 1 Introduction

### 1.1 General

1.1.1 This document forms Appendix 18.2.1 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (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 the Chapter 5: Project Description.

1.1.2 This document provides the summary of local planning policy relevant to agricultural land use and recreation for the Project.

## 2 Adopted and Emerging Local Planning Policy

Policy	Summary
<b>Adopted Policy</b>	
<b>Crawley 2030: Crawley Borough Local Plan 2015-2030</b>	
CH11 Rights of Way & Access to the Countryside	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. 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. This may include: i) the provision of safe and convenient links to nearby rights of way/recreational routes; and/or

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	ii) new or upgraded existing rights of way to multi-functional routes to create benefits for a range of users.
ENV4 Open Space, Sport & Recreation	Proposals that remove or affect the continued use of existing open space, sport and recreational spaces will not be permitted unless: a) An assessment of the needs for open space, sport and recreation clearly show the site to be surplus to requirements; or 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 c) The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
ENV5 Provision of Open Space & Recreational Facilities	Where development is on existing open space which is not identified as surplus and is therefore required to be replaced through Policy ENV4, a Section 106 agreement will also be sought to secure the replacement open space.
EC9 Rural Economy	Development proposals which would cause the permanent loss of the best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification system) will not be permitted unless it can be demonstrated to the satisfaction of the borough council that there are no appropriate alternatives and there are over-riding sustainability benefits.
<b>Reigate and Banstead Local Plan: Adopted Core Strategy 2014</b>	
CS2 Valued Landscapes & the Natural Environment	In considering the allocation of land and /or proposals for significant development, the Council and developers will be required to protect and enhance the borough's green fabric, including: (c) The borough's commons will be maintained and enhanced for the benefits of farming, public access and biodiversity; and (f) Urban green spaces, green corridors and site specific features which make a positive contribution to the green fabric and/or a coherent green

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	infrastructure network and will, as far as practicable, be retained and enhanced.
CS12 Infrastructure Delivery	3. Encourage proposals that would: a. increase the range, improve the quality, or enhance the accessibility, of community and leisure (including sport, recreation, and cultural) facilities in the borough, and/or b. provide for a mix of compatible community services on a single site, including through consolidation to result in economies of scale or innovative forms of service provision. 5. Resist the loss of existing leisure and community facilities (including sport, recreation and cultural) and open spaces, unless it can be demonstrated that: a. the existing use is surplus to requirements, or b. equivalent or better provision in terms of quantity and quality, or some wider community benefits, will be made in a suitable location. 6. Seek provision and maintenance of leisure and community facilities and open spaces from new development
<b>Reigate and Banstead: Submission Development Management Plan 2018-2027 (Adopted 2019)</b>	
OSR1 Urban Open Space	Any other development which would result in the full or partial loss of designated Urban Open Space will only be permitted in exceptional circumstances, where any loss of openness resulting from the proposed development would not have an adverse effect on local character, visual amenity or ecological value; and either: a) There is clear evidence to demonstrate that the site is surplus to requirements and such land does not make a significant contribution to the recreational, community, ecological or amenity value of the area; or b) Provision is made for appropriate and suitably located replacement open space of the same nature and an equivalent of higher quality and / or greater quantity. Replacement open spaces should be located as close to the lost open space as possible.

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	Planning conditions and/or obligations will be used to secure the timely delivery of any agreed enhancements or alternative provision.
NHE1 - Landscape Protection	3) Throughout the borough, development proposals must: f) Seek to protect the best and most versatile agricultural land.
NHE4 Green/ Blue Infrastructure	1) The Council will work with landowners, land managers and stakeholders to secure the provision of a multi-functional green and blue infrastructure network by, <i>inter alia</i> , resisting the loss of existing public open space and preserving and enhancing existing green infrastructure. 2) Development proposals must, <i>inter alia</i> , a) Where possible, increase access to and provision of green/blue infrastructure and open spaces; c) Positively incorporate green and blue infrastructure as an integral part of the design of new developments; supporting initiatives within the Council's Green Infrastructure Strategy and Action Plan where possible; d) Incorporate open spaces and green spaces which can be used in a variety of ways and support a range of activities; e) Protect and enhance public rights of way and National Trails; f) Where possible, create new links and corridors between open spaces, green/blue infrastructure and the countryside beyond, such as through the provision of footpaths and bicycle paths or through planting and landscaping. 3) Within land designated as a Riverside Green Chain, the following uses and facilities will be permitted to facilitate activities compatible with the area and the maintenance of a natural green and blue environment: a. Informal recreation. b. Formal outdoor recreation, allotments, agriculture and woodland where feasible. c. Establishment of Local Nature Reserves and similar nature conservation provision d. Enhancements to the riverine environment for water related purposes, including the establishment of buffer zones. e. Safe access provisions to appropriate sections of the riverine

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	environment including safety measures consistent with the scale of visitor and operation activity while protecting other areas as wildlife refuges in accordance with a nature conservation strategy for the area. f. Interpretation and supervised investigation of archaeological sites. g. Creation of ponds, swales, bunds, stormwater wetlands and similar features as part of the surface water drainage system serving major new housing development and consistent with an overall agreed landscape plan. h. Construction of a combined orbital cycle and pedestrian path with connections to new and existing housing areas consistent with nature conservation values. i. Provision of facilities for horse riders, where practicable.
TAP1 Access, Parking & Servicing	1) All types of development, across the borough, will be required to, <i>inter alia</i> , a) Provide safe and convenient access for all road users, in a way which would not: i. unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode, including public transport and cycling; iii. increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users. b) Incorporate a highway design and layout that: iv. achieves a permeable highway layout, connecting with the existing highway network safely and includes safe access for pedestrians and cyclists; v. Provides sufficient visibility and lighting for the safe and convenient use of the roads, cycle tracks, paths and parking places. e) Incorporate pedestrian and cycle routes within and through the site, linking to the wider sustainable transport network where possible, especially in and to the borough's town centres.
<b>Emerging Policy</b>	
<b>Draft Crawley Borough Local Plan 2021-2037</b>	

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OS1: Open Space, Sport and Recreation	Proposals that remove or affect the continued use of existing open space, sport and recreational spaces will not be permitted unless: a) An assessment of the needs for open space, sport and recreation clearly show the site to be surplus to requirements; or 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 c) The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
OS2: Provision of Open Space and Recreation Facilities	The impact of the increased population from residential development on open space and recreational facilities serving a borough-wide population will be mitigated by the use of the Community Infrastructure Levy. Where development is on existing open space which is not identified as surplus and is therefore required to be replaced through Policy OS1, a S106 agreement will also be sought to secure the replacement open space and to provide and improve the Public Rights of Way network both within the development and connecting to the surrounding countryside/open spaces. There is a significant supply of semi-natural green space across the borough. Opportunities are encouraged to provide multi-use open space provision in these areas, e.g. natural play areas, BMX tracks and signed recreational routes, where there is an existing undersupply of these facilities and the negative impact on green infrastructure, including biodiversity and visual amenity, is avoided.
OS3: Rights of Way and Access to the Countryside	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. 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

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	equal or better value. 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. This may include: i) the provision of safe and convenient links to nearby rights of way/recreational routes; and/or ii) new or upgraded existing rights of way to multi-functional routes to create benefits for a range of users.
EC13: Rural Economy	Beyond the Built-Up Area Boundary, development that enhances Crawley's rural economy will be supported provided it: a) is of a scale and function that is appropriate to, and consistent with, the character of the countryside; and b) would not result in an urbanising impact that would undermine the intrinsic character and beauty of the countryside; and c) would not result in the loss of valued landscapes, sites of biodiversity or geological value, trees and woodland, or the best and most versatile agricultural land. Development proposals which would cause the permanent loss of the best and most versatile agricultural land (Grades 1, 2 and 3a in the DEFRA Agricultural Land Classification system) will not be permitted unless it can be demonstrated to the satisfaction of the borough council that there are no appropriate alternatives and there are over-riding sustainability benefits. Any development must also meet the requirements of Policy CL8: Development Outside the Built-Up Area.
GI1: Green Infrastructure	Crawley's multi-functional green infrastructure network will be conserved and enhanced by, <i>inter alia</i> , development which protects and enhances green infrastructure; development proposals which integrate and enhance the green infrastructure network. Proposals which reduce, block or harm the functions of green infrastructure will be required to be adequately justified, and mitigate against any loss or impact or as a last resort compensate to ensure the integrity of the green infrastructure

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	network is maintained. The strategic green infrastructure network is afforded the highest protection due to its high value from existing or identified potential multiple functions. 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.
National policyST1: Development and Requirements for Sustainable Transport	Development should be located and designed so as to encourage travel via the walking and cycling network and public transport routes, while reducing dependency on travel by private motor vehicle. Developments should meet the access needs they generate and not cause an unacceptable impact in terms of increased traffic congestion or highway safety.

### 3 References

- Crawley Borough Council (2015) Crawley 2030: Crawley Borough Local Plan 2015 – 2030.
- Crawley Borough Council (2021) Crawley 2035: Draft Crawley Borough Local Plan 2021-2037, January 2021.
- Reigate and Banstead Borough Council (2014) Reigate and Banstead Local Plan: Adopted Core Strategy
- Reigate and Banstead Borough Council (2019) Reigate and Banstead Borough Development Management Plan 2018-2027

## 4 Glossary

### 4.1 Glossary Terms

Term	Description
Defra	Department for Environment, Food & Rural Affairs
EIA	Environmental Impact Assessment
GAL	Gatwick Airport Limited
PEIR	Preliminary Environmental Information Report