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ADMINISTRATIVE COUNTY OF SURREY
TOWN AND COUNTRY PLANNING ACTS, 1962 AND 1968
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER, 1963
DIRECTION UNDER ARTICLE 4 OF THE TOWN AND COUNTRY PLANNING
GENERAL DEVELOPMENT ORDER, 1963, RELATING TO LAND IN
THE COUNTY OF SURREY

WHEREAS THE COUNTY COUNCIL of THE ADMINISTRATIVE COUNTY OF SURREY (hereinafter called "the Council") are the Local Planning Authority for the Administrative County of Surrey

AND WHEREAS The Council are satisfied that it is expedient that development of the descriptions set out in the First Schedule hereto (subject to such reservations as are therein mentioned) should not be carried out in the area described in the Second Schedule hereto unless permission therefor is granted on an application in that behalf

NOW THEREFORE the Council in accordance with the powers contained in Article 4 of the Town and Country Planning General Development Order 1963 HEREBY DIRECT that the permission granted by Article 3 of the said Order shall not apply to development in the area described in the Second Schedule hereto of the description set out in the First Schedule hereto subject to the reservations hereinafter mentioned

FIRST SCHEDULE

Any development of the kind specified hereinafter comprised in the following Class of the First Schedule to the said Order, namely:-

Class IV.2. Temporary buildings and uses

The use of land (other than the curtilage of a building or the site or curtilage of a building which has been demolished in consequence of war damage) for the purpose of the parking storage warehousing cleaning maintenance or repair of a motor vehicle or motor vehicles of any description whatever on not more than 28 days in total in any calendar year, and the erection or placing of movable structures on the land for the purposes of that use,

SECOND SCHEDULE

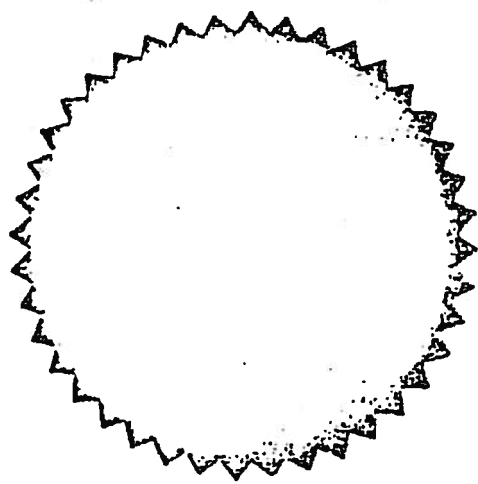
All that area of land situate in the Borough of Reigate and in the Rural Districts of Dorking and Horley and Godstone in the County of Surrey as shown edged black on the plan annexed hereto

G I V E N under the Common Seal of the County Council of the Administrative County of Surrey this fourteenth day of December One thousand nine hundred and seventy-one

THE COMMON SEAL of THE COUNTY COUNCIL OF THE ADMINISTRATIVE COUNTY OF SURREY was hereunto affixed in the presence of:-

[Handwritten signature]

Clerk of the Council



For and on behalf of the Secretary of State for the Environment hereby approved the foregoing directions.

P CRITCHLEY (Sgd)

Signed by authority of the Secretary of State

An Assistant Secretary in the Department of the Environment.

15th Dec. 1972

COUNTY COUNCIL
COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1963

DIRECTION IN ACCORDANCE WITH ARTICLE 4 OF THE GENERAL DEVELOPMENT ORDER RELATING
TO LAND IN THE VICINITY OF GATWICK AIRPORT

STATEMENT OF REASONS BY THE LOCAL PLANNING AUTHORITY FOR MAKING THE DIRECTION

Gatwick Airport is situated approximately midway between London and Brighton in the Administrative County of Surrey, close to the boundaries of East and West Sussex. Immediately to the northwest of the Airport lies the town of Horley (population 18,000), while Crawley (population 62,000), is located just to the south of the County boundary. Apart from these two built-up areas, the surrounding area is predominantly open and rural in character with a number of villages set in well-wooded countryside. The major proportion of the area is subject to Metropolitan Green Belt policy and existing planning policies are, therefore, aimed at protecting the character of the areas and minimising the impact of the Airport and development associated with it, on the area.

The Local Planning Authority have argued consistently that car parking facilities for staff and visitors to the Airport should be confined to within the boundary of the Airport itself, since such development is specifically related to the activities being carried on there. The provision of additional car parking facilities off the Airport is considered to be wholly contrary to Metropolitan Green Belt policy and is seriously damaging to the rural character and visual amenities of the area. Such development, if not controlled, could by its very nature lead to further wholly undesirable uses or building in the Green Belt.

At a recent public inquiry into an appeal against the Local Planning Authority's refusal of planning permission for the continuance of use of land at the rear of Woodlands Garage, Smallfield, as a car park (Application GO/R.256/70), a representative of the British Airports Authority gave evidence to the effect that an additional 2,080 parking spaces would have been made available at the airport at the height of the 1970 season and that a further 2,000 spaces would be provided for 1971 if the demand was forthcoming. In dismissing the appeal (decision letter dated 3 June 1971, ref: APP/2108/A/47545), the Secretary of State argued that it was wrong to permit an off-airport parking area which would attract traffic unconnected with the needs of the area concerned with all "the resultant noise and disturbance detrimental to the amenities which nearby residents have a right to expect."

Secretary of State also had similar factors before him for consideration in respect of an appeal against the decision of the Local Planning Authority to refuse planning permission for the use of land at the rear of Lowfield Heath Service Station, Brighton Road (A23), Lowfield Heath, for the seasonal storage of cars belonging to owners flying from the Airport. In this case, the Secretary of State accepted the principle that additional demand for car parking spaces should properly be met within the airport boundaries and that, whilst the British Airports Authority were prepared to provide such additional facilities, it was wrong to permit off-airport car parking. In his decision letter dated 19 March 1971 (Ref: APP/2044/A/47743) the Inspector said in his conclusion that:-

"Whilst recognising that the appellant may provide a worthwhile flight-passenger car parking/storage service for the public, both on planning and traffic considerations, such a service would best be provided within the Gatwick Airport area. To date, the Airport area service may have been inadequate in some respects, but the availability of additional land should now enable the Airport Authority to provide adequate and satisfactory parking/storage facilities.

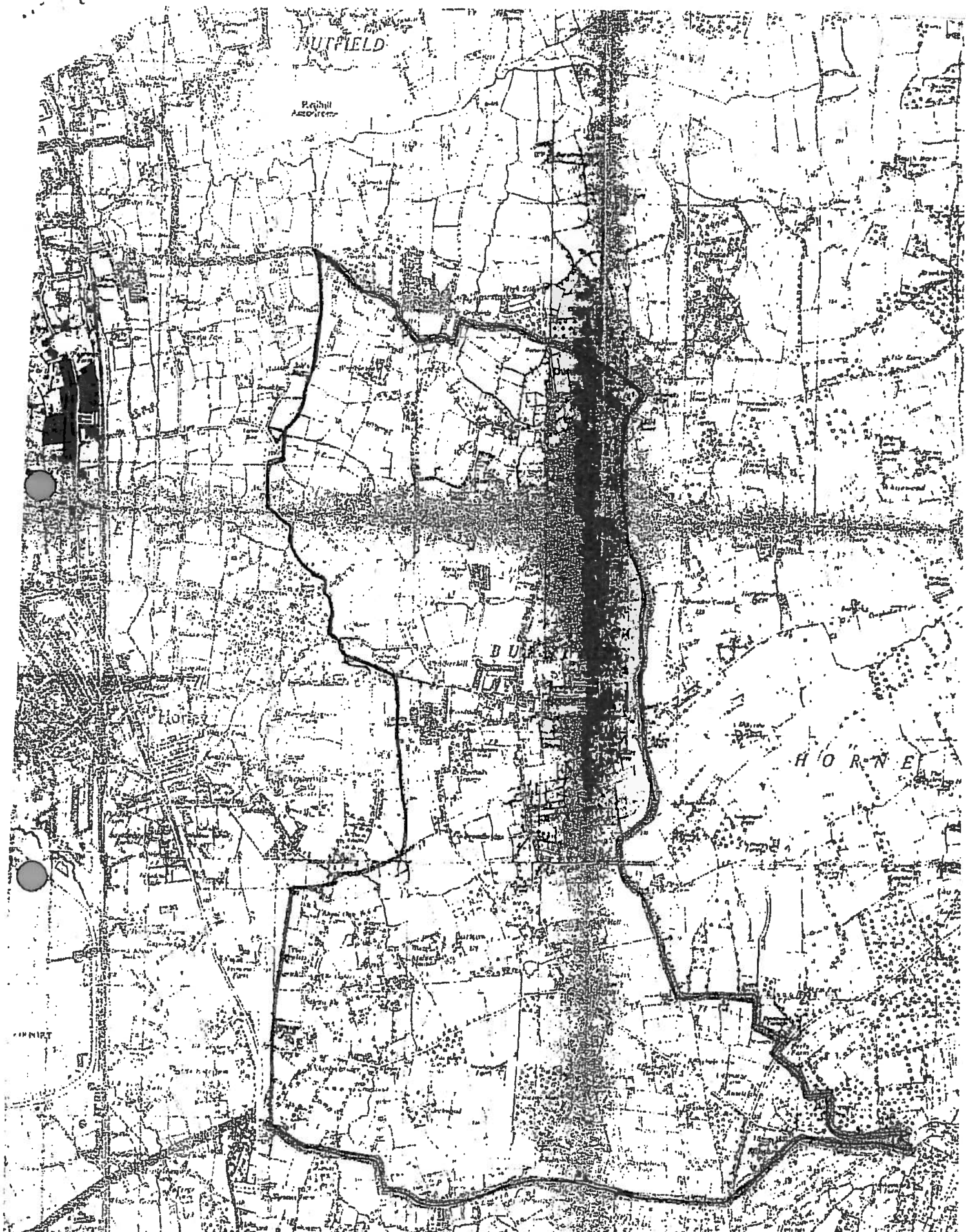
The proposed extension of the appellant's storage facilities even for a temporary period, would not, therefore, be justified."

The rapid growth in the volume of passengers using Gatwick Airport in recent years, (up to nearly 4 million in 1970), has led to an alarming increase in the number of unauthorised uses outside the Airport. There were in 1971, for instance, 25 unauthorised sites within a radius of approximately 3 miles of the terminal buildings, where car parking has been carried on completely without the benefit of planning permission. Taking into account sites only partially authorised for car parking purposes, the sites where parking is wholly authorised at present, but where increased demand may lead to a tendency for facilities to be enlarged, possibly without obtaining planning permission, there are a total of 47 sites within this area; all of which derive part at least of their income from activities associated with the Airport. The area included in the Direction has, therefore, been devised to include all the sites mentioned above since, in the opinion of the Local Planning Authority, this represents the area of maximum threat to the amenities. Attached to this Statement is a plan showing all the sites which have given rise to concern for the Local Planning Authority, together with a Schedule indicating the precise location of these sites and the present situation with regard to them. It will be seen from this Schedule that a number of the sites have been cleared of vehicles, at least by the time of the last inspection, but this will, no doubt, emphasise not only the seasonal aspect of the problem but also, the fact that most vehicles remain on the site for a relatively short period of time.

The Local Planning Authority are seeking to ensure that the British Airports Authority continue to maintain an adequate reserve of car parking spaces within the Airport, sufficient to cater for an increased demand consequent upon the continuing growth in passenger throughput and the possible closing down of unauthorised sites off the Airport. It is appreciated that the elimination of these unauthorised sites and the concentration of facilities on the Airport complex will tend to move the Airport Authority into a stronger market position. The Local Planning Authority has, therefore, impressed upon the Airport Authority that it would be in the public interest for the Authority to ensure that its parking charges and standards of service are competitive. However, the operation of this major international airport by its very nature and, indeed as a result of decision of Parliament, is a national function and there can be no case, from the view of the Local Planning Authority, for relaxing approved planning aims and policies merely to facilitate competition in the services offered to the public.

Car parking is essentially a transitory use that can establish itself overnight without the need for buildings, and, as a result, there may be no prior warning of the commencement of an unauthorised use. In such circumstances, the Local Planning Authority has found that existing enforcement procedures are often so lengthy as not provide a very effective deterrent. This is more particularly the case in this instance when it is appreciated that the uses which are giving rise to complaint only subsist during the summer holiday season only. By proposing the making of a Direction under the provisions of Article 4 of the General Development Order 1963, the Local Planning Authority considered this to be the only effective method under current legislation of ensuring that swift action can be taken to enable unauthorised uses of land for car parking purposes to be brought under adequate planning control.

It is feared, moreover, that if the Local Planning Authority are unable to achieve the approval of the Secretary of State to the Direction, enforcement action will in many instances no longer be effective; particularly bearing in mind the increasing number of unauthorised uses and it is also feared that the situation might get out of control. This would obviously pose a serious threat to the amenities of the area and it is for this reason that the Direction is submitted herewith with a request for the Secretary of State to grant his approval to it.



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SURREY COUNTY COUNCIL
 County Hall, Kingston, Surrey
 E.G. SIBERT, F.R.T.P.I., F.R.I.C.S.
 COUNTY PLANNING OFFICER
 COUNTY PLANNING DEPARTMENT