

GREATER LONDON PLAN

Memorandum
by Ministry of Town & Country
Planning.

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Ministry of Town and Country Planning

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MEMORANDUM

MINISTRY OF TOWN AND COUNTRY PLANNING

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BY THE MINISTRY OF TOWN AND COUNTRY PLANNING
ON THE REPORT OF THE ADVISORY COMMITTEE
FOR LONDON REGIONAL PLANNING

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LONDON: HIS MAJESTY'S STATIONERY OFFICE

1947

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Greater London Plan

MEMORANDUM BY THE MINISTRY OF TOWN & COUNTRY PLANNING ON THE REPORT OF THE ADVISORY COMMITTEE FOR LONDON REGIONAL PLANNING

I. GENERAL INTRODUCTION

1. On 27th November, 1946, the Minister circulated the Report of the Advisory Committee to all Local Authorities and Joint Planning Committees within the area of the Greater London Plan. The Report has been published and additional copies can be obtained from His Majesty's Stationery Office or through any bookseller, price 2s. 6d.

2. In circulating the Report, the Minister said that a memorandum would be sent to Planning Authorities setting out in detail his views on the Report, and drawing attention to certain particular problems which were being further investigated by his officers. This memorandum accordingly sets out his views, and with its aid Planning Authorities in the area covered by the Greater London Plan should now be able to work out detailed schemes for their part of the Plan. In this connection attention is drawn to a letter sent by the Minister to all Local Authorities in the Greater London Planning Region on 14th December, 1945. A copy of this letter is attached as Appendix A. In paragraph 8 of the memorandum enclosed with that letter the Minister said that he would expect the Authorities responsible for the control of interim development to adhere for the time being to the Greater London Plan as the background against which their control should be administered, and in paragraphs 9 and 10 the Minister drew attention to the need for reviewing both planning consents already given and not acted upon and also planning schemes in course of preparation or already approved, in the light of the principles and proposals of the Greater London Plan. In future, Authorities should adhere to the Greater London Plan as modified by the Advisory Committee's Report, subject to the comments contained in this memorandum, and should review their planning schemes, proposals and consents in this light.

3. In coming to his conclusions on the planning proposals for the Region the Minister has regarded as axiomatic the principle that wherever large-scale development is to take place, the aim will be to achieve satisfactory communities for both work and living. In particular, there should be balanced provision for housing and industry. He has also had regard to the major new works that will be required for the proposed new towns and greatly expanded towns. Important engineering operations will be needed for water and sewerage, gas and electricity, roads and railways. In each case it is not sufficient to consider individual proposals for development in isolation; they should be grouped and co-ordinated over wide areas. In the case of sewerage schemes, for example, it is necessary to assess the effect over a wide area of the proposed additions to population in that area. The same applies in the case of railway improvements and extensions. The aim will be to provide works and services in step with housing and other forms of development in the towns selected. With this in view, organisation, programming, co-ordination and co-operation will be essential, and the best method of securing these is being considered.

RESERVATIONS

4. The Report accepted generally the main outlines of the Greater London Plan, though a number of modifications were proposed. One major modification which

proposed the accommodation within the Green Belt Ring of nearly 160,000 more people than suggested in the Plan the Minister has already declared himself unable to accept (Hansard, 19/11/46, Columns 692-3). Other modifications affecting the Outer Country Ring he is prepared in general to accept subject to such variations as may prove to be necessary when detailed surveys are carried out.

5. Decisions with regard to the proposals for South Essex, including the proposal made in the Advisory Committee's Report for a new town at Laindon and Pitsea, have had to be reserved for the time being, pending further investigation of the problems entailed by the proposed redistribution of the population in this area. Decisions have also had to be reserved on the proposals of the Plan for West Middlesex where the development of London Airport entails a careful re-examination. Consultation will take place at an early date with the Planning Authorities concerned in both areas.

INTERDEPARTMENTAL COMMITTEE ON THE GREATER LONDON PLAN

6. As explained in the Report of the Advisory Committee, the Greater London Interdepartmental Committee has also been engaged on the examination of the Greater London Plan, and its Report was made available to the Advisory Committee. The Interdepartmental Committee is composed of representatives of the Ministries of Town and Country Planning, Agriculture and Fisheries, Education, Fuel and Power, Health, Labour and National Service, Transport, and Works, and the Board of Trade, other Departments being represented as necessary. Except where otherwise stated in this memorandum, there was agreement between the views of the Interdepartmental Committee and those of the Advisory Committee.

GENERAL APPROACH ADOPTED BY THE ADVISORY COMMITTEE

7. The Advisory Committee's Report took the form of a Report of a Technical Sub-Committee adopted without dissent. The Sub-Committee's approach was to regard the Greater London Plan as being in its main outline generally acceptable, and to consider suggested amendments accordingly from two main standpoints: namely, were amendments absolutely necessary in the light of existing circumstances; if not, would they nevertheless constitute improvements of the Plan. The Sub-Committee said (paragraph 13): "In the absence of specific reference to them it may be taken that the proposals in the Plan are endorsed by your Sub-Committee; recommendations involving substantial modification of the Plan have only been made when it was considered that there were good grounds for so doing." The Minister is in full agreement with this approach.

8. In paragraph 14 the Sub-Committee suggested that a Master Plan is absolutely essential for the purpose of establishing a coherent policy for the planning of the Greater London Area, but added that precise boundaries of zones and precise alignment of roads could only be determined by careful examination in the particular locality, and that this was a task which should be undertaken by the constituent Joint Planning Committees. The working out of detailed plans is clearly

a matter for careful consideration in the light of local circumstances, and the precise alignment of roads is a matter for close consultation with the Highway Authorities. The Master Plan must itself be kept up to date, and the method by which this should be done is already engaging the Minister's attention; but a final conclusion cannot be reached on this matter until he has considered the views of the Committee which has been set up under the Chairmanship of the Rt. Hon. Clement Davies, P.C., K.C., M.P., to consider "appropriate machinery for securing concerted action in the implementation of a regional plan for London as a whole."

II. DECENTRALISATION OF POPULATION

10. Basic assumptions of the Plan were that the population of the Region would not materially increase above the 1938 population of about ten million, and that about a million and a quarter persons would be decentralised from the congested centre. These assumptions are accepted Government policy. Sir Patrick Abercrombie, the Interdepartmental Committee, and the Advisory Committee all worked on these assumptions, and the Minister's final proposals for target populations (paragraphs 17-31 and Appendix C) are similarly based on these assumptions. It is self-evident that no exact and final figure can be laid down for the ultimate population of a town, and variations in the present targets may have to be made from time to time as detailed surveys are carried out, or if exceptional problems arise, such as those occasioned, for example, by the London Airport.

11. It will be necessary to maintain a general overall view of developments in the Region and to keep under review population movements in order to show trends of growth or decline in the total population of the Region or in any particular part of it. The Town and Country Planning Bill (1947) requires Local Planning Authorities in future to carry out a fresh survey of their areas at least once in every five years, and this should ensure that local adjustments will be made in the light of economic developments, within the wider framework of the policy governing the Region as a whole. The overall view will also ensure that the provision of houses and work throughout the Region is properly related. In the long-term, success in restraining the growth of population in the Region will depend upon the planning and development of the country as a whole, and the restriction of building to the limits imposed by the agreed Plans for London must be coupled with the increase of opportunity for employment in the provincial cities and with a proportionate decrease in the London area.

12. The following table sets out the target populations for the Greater London Area and for the County of London and City areas, as proposed by the Greater London Plan, the Interdepartmental Committee, and the Advisory Committee, respectively. It also sets out the actual populations in 1938 and in 1946, and the estimated population for mid-1947. The figures amend slightly, on the basis of more reliable information than was then available, the figures given by the Sub-Committee in paragraph 19 of their Report, but there are no significant changes.

13. It will be seen that as a result of wartime movements the population of the County of London and City areas is still somewhat below the planned figure, but is increasing and is expected not only shortly to reach the level assumed in the Plan but to exceed it; and that the population of the Greater London Area is expected by mid-1947 to overtop the population proposed in the Plan (the latest unofficial figures show that the target for the Greater London Area has already been exceeded). It will be noted that the Interdepartmental Committee proposed a slight reduction

GENERAL POLICY AND MAIN STRUCTURE OF THE PLAN

9. As already indicated, the general structure of the Plan is accepted. This consists of four Rings, the Inner Urban Ring, the Suburban Ring, the Green Belt Ring, and the Outer Country Ring, designed to give effect to the general policy of decentralisation of population from the congested areas and their re-grouping in planned communities outside a wide green belt surrounding the suburban fringe. This accords with the decision of the Government as announced to the House of Commons on 5th March, 1946 (Hansard, Columns 189-192; see Appendix B).

POPULATION	L.C.C. AND CITY	G.L.P. AREA (excluding L.C.C.)	WHOLE REGION
	(to nearest 1,000)	(to nearest 1,000)	(to nearest 1,000)
TARGET POPULATION* Greater London and County of London Plans	3,326,000	6,730,000(a)	10,056,000(a)
Interdepartmental Committee	3,326,000	6,727,000(b)	10,053,000(b)
Advisory Committee	3,326,000	6,827,000	10,153,000
Mid-1938	4,063,000	6,261,000	10,324,000
31st March, 1946	3,033,000	6,436,000	9,469,000
30th Sept., 1946	3,207,000	6,673,000	9,880,000
Mid-1947 estimate	3,350,000	6,881,000	10,231,000
POPULATION CHANGES: Mid-1938—March, 1946	-1,030,000	+175,000	-855,000
March, 1946—Sept., 1946	+174,000	+237,000	+411,000
Sept., 1946—Mid-1947	+143,000	+208,000	+351,000

* For the purpose of this table target populations have in all cases been taken as the 1938 population, less the numbers to be decentralised beyond the area of the Greater London Plan.

(a) Including figures for a western and a south-eastern satellite (populations 60,000 and 40,000, respectively).

(b) Including a western and a south-eastern satellite with reduced ultimate populations (40,000 and 30,000, respectively), on which conclusions have not yet been reached, and the proposed new town at Crawley-Three Bridges (50,000 ultimate population), which lies just outside the Region.

For strict comparison with the Advisory Committee's figures, therefore, figures at (a) and (b) should be reduced by approximately 100,000.

It should be noted that all figures are subject to correction in accordance with the detailed population figures shown in Appendix C to this Memorandum (owing largely to errors and omissions in the original computations).

of the population of the Greater London Area, and that the Advisory Committee proposed some increase, compared with Sir Patrick Abercrombie's target. Comments on this are contained in later paragraphs, but the Minister proposes to adhere to the figure proposed by the Interdepartmental Committee as the target for the Region. Whichever basis is taken, however, the fact remains that the actual population figure is now fairly close to that proposed.

14. The Sub-Committee suggested in paragraph 20 that although the total number of population may already approximate to that proposed in the Plan, this does not dispose of the decentralisation problem; first, because the wartime exodus from London resulted in a largely fortuitous re-grouping; and, secondly, because during the war virtually no new houses were

built in the temporary reception areas. In fact, the increased population in the Greater London Area is not distributed as it should be under the planning proposals, Middlesex and Surrey having an excess over their targets, and Herts and Essex a deficit. The Sub-Committee argued accordingly that it was still necessary to make provision for the regrouping of the existing and future decentralised population on a permanent basis in well-planned communities, suitably placed. With this argument the Minister entirely agrees.

ULTIMATE POPULATION OF PLACES IN THE INNER URBAN AND SUBURBAN RINGS

15. Certain constituent Authorities suggested to the Sub-Committee alterations in the ultimate populations in their areas; and the Sub-Committee said (paragraph 22) that, provided density and open space standards are maintained, they did not disagree with the following variations: East Ham 110,000 (instead of 97,752); Wanstead and Woodford 65,000-70,000 (instead of 54,810); Leyton 80,000 (instead of 88,608); Croydon 250,000 (instead of 215,599); Barnes 41,000 (instead of 35,058). The Minister is prepared to consider these variations, but issues the clear warning that where a substantial increase in the ultimate population is proposed he will be unable to accept the suggested increase unless he can be satisfied, when detailed plans

III. REDISTRIBUTION OF POPULATION

RE-GROUPING OF POPULATION

17. The Sub-Committee assumed that the total population in the Greater London Region should not increase above the 1938 figure of 10,324,000, and that planned decentralisation should take place to the extent named in the Greater London Plan, namely 1,033,000, persons.

18. In considering how the population to be decentralised should be re-grouped, however, the Sub-Committee differed on two major issues from proposals made in the Plan, proposals which were accepted by the Interdepartmental Committee. In the first place they considered that the whole of the population to be decentralised could be accommodated by the expansion of existing communities within 50 miles of London, and indeed mainly within the area covered by the Greater London Plan, without recourse to the development of new towns. They nevertheless agreed that a certain amount of redistribution—smaller than that contemplated in the Plan—should be dealt with by the development of new towns, “as these will have intrinsic planning advantages and will form valuable examples for guidance in planning extensions of existing towns.” In the second place they recommended much larger expansions in the Green Belt Ring than those contemplated in the Plan.

19. On the first issue, the Minister regards the provision of new towns as an essential part of the regrouping of the population and not merely as a valuable example in planning; and on the second, as already stated, the Minister is generally unable to accept the expansions which the Sub-Committee recommended in the Green Belt Ring. Alternative provision must therefore be made beyond the Green Belt Ring, either by the expansion of existing towns, or by the creation of new towns, probably both. The Minister provisionally accepts the proposals made in the Plan, as amended by the Interdepartmental Committee, for the expansion of certain towns beyond the boundaries of the Region to accommodate decentralised population from London. As yet, however, these proposals have not received the same detailed examination as those within the area of the Plan. These proposals are referred to in paragraphs 28-29 of this memorandum and are set out in Appendix C, Table 4; they were not examined by the Advisory

are submitted, that there will be no relaxation of the standards laid down in the Plan and now accepted. The reduction in population proposed by Leyton is dealt with in the next paragraph.

DENSITIES

16. The Sub-Committee approved generally the densities proposed for redevelopment in the Inner Urban and Suburban Rings. These densities for the Inner Urban Ring are 100 and 75 persons per acre, the higher density of 100 being proposed for the area immediately adjoining the L.C.C. area, and the lower one of 75 for the area adjoining the Suburban Ring, the dividing line between the two densities corresponding to divisions between Wards. A density of 50 persons per acre is proposed for the Suburban Ring. Five Local Authorities, Barking, Ealing, Hornsey, Leyton and Walthamstow, represented that in their areas the densities proposed would be too high, and the Sub-Committee thought that detailed adjustment of densities might be permitted. The Minister is willing to consider lower densities; the ability to achieve this will depend, however, on the progress made with the decentralisation programme. The present gross target of persons to be decentralised, i.e., 1,267,000, assumes an ultimate density of 136 persons per acre in the central areas, as proposed in the County of London Plan.

Committee, who were concerned only with the area of the Greater London Plan.

QUASI-SATELLITES

20. In paragraph 32 the Sub-Committee set out sites proposed in the Plan for quasi-satellite housing estates to meet immediate post-war housing needs. In paragraph 34 they said that they viewed these proposals with profound regret, and were strongly of opinion that no more of them should be permitted, as they conflict with the fundamental principles of planning.

21. The Minister also regrets the necessity for this development in the Green Belt Ring, but in view of the urgent housing needs of the early post-war years, he has felt it necessary to agree to it. Sir Patrick Abercrombie recognised when preparing the Plan that some development of this kind would be necessary, and proposed that the total population to be so dealt with should be limited to 125,000. The proposals listed by the Sub-Committee provide for a population, allowing for larger claims on land to meet present-day school requirements, somewhere between 100,000 and 110,000. Some further development of this kind up to approximately the Abercrombie figure may be unavoidable. The Minister hopes, however, that it will be possible to restrain quasi-satellite development in the Green Belt Ring to the limit contemplated in the Plan.

NEW TOWNS

22. Ten sites, from which it was proposed eight should be selected, were put forward in the Greater London Plan as suitable for development as new towns. The Advisory Committee recommended only four, including a new proposal for Laindon-Pitsea. The Interdepartmental Committee also made a new proposal—for Crawley-Three Bridges. The Minister's comments on these sites are contained in the following paragraphs, from which it will be seen that four new towns have been approved in principle and preliminary steps taken to secure their development (Stevenage, Hemel Hempstead, Harlow, Crawley-Three Bridges); that decisions are reserved on two sites (Meopham and Laindon-Pitsea); and that it is not proposed to proceed with six of the sites originally suggested in

the Greater London Plan (Stapleford, Ongar, Margaretting, Crowhurst, Holmwood, White Waltham). The four new towns so far proposed will not, however, complete the programme of new towns needed in connection with the population to be decentralised from London, and the Minister hopes to make additional proposals in due course.

New Towns proposed in the Greater London Plan

23. HERTFORDSHIRE

Stevenage.—The proposal for the establishment of a new town with a total population of 60,000 was agreed by the Sub-Committee. The Designation Order defining the area has been made, and a Development Corporation was established on 5th December, 1946.

Redbourn (Hemel Hempstead).—The Interdepartmental Committee recommended the rejection of Redbourn on the grounds that it lay too close to Hemel Hempstead, St. Albans, and Harpenden, and that it would be difficult to provide adequate rail facilities. The Sub-Committee agreed with this recommendation. Instead the expansion of Hemel Hempstead from 21,000 to 60,000 was preferred, and was supported by the Sub-Committee. The Designation Order defining the area for a new town at Hemel Hempstead has been made, and a Development Corporation was established on 6th March, 1947.

Stapleford.—The Interdepartmental Committee recommended the rejection of this site on the ground that it lay too close to Hertford, and the Sub-Committee agreed with this recommendation. Only a mile of open country would have intervened, and it is likely that the development of a new town, with a bigger population than the County town of Hertford, would create acute planning problems. The development of a new town on this site will not be proceeded with.

ESSEX

Harlow.—The proposal for the establishment of a new town at Harlow with a total population of 60,000 was agreed by the Sub-Committee. The Designation Order defining the area for a new town at Harlow has been made.

Ongar.—The Sub-Committee agreed with the proposal to develop a new town at Ongar, but suggested a figure of 30,000 in view of the limited rail facilities available. The proposal for a new town has been carefully considered, but any substantial development would raise such acute railway difficulties that the Minister does not propose to pursue the question for the present.

Margaretting.—The Interdepartmental Committee recommended the rejection of this site, on the ground that it lay too close to Chelmsford to function satisfactorily as a self-contained town. The Sub-Committee agreed with this recommendation. It was thought that it would be better to concentrate on the expansion of Chelmsford itself, and this is proposed.

KENT

Meopham.—The Sub-Committee recommended the rejection of this site, principally on the score of doubtful industrial success and consequent danger of dormitory development. At the same time the Minister is impressed with the need for providing an outlet for the congested parts of South-east and South London, and he is still considering the need for providing a new town site in Kent.

SURREY

Crowhurst.—The Sub-Committee also recommended rejection of Crowhurst for the same reasons as Meopham. The Minister agrees that industrial success at Crowhurst is doubtful, and as the site is only about 6 miles distant from the proposed new town at Crawley-Three Bridges, he does not propose to pursue further the proposal for a new town at Crowhurst.

Holmwood.—The Interdepartmental Committee recommended the rejection of the site, mainly because of the

outstanding amenity of the surrounding countryside, its proximity to Dorking, and the doubtful industrial potentialities of the area. The Sub-Committee agreed with this recommendation. The development of a new town on this site will not be proceeded with.

BERKSHIRE

White Waltham.—The Sub-Committee recommended the rejection of this proposal, since it would prevent use of the airfield and would also absorb land of high agricultural value. The Minister agrees that a new town should not be developed here. Alternative methods of accommodating decentralised population to the west, particularly as an outlet for the overcrowded population of West Middlesex, are now being examined, and consultations will take place with the Local Authorities whose areas will be affected.

New Town proposed by the Interdepartmental Committee

24. SUSSEX

Crawley-Three Bridges.—A new town to accommodate 50,000 persons at Crawley-Three Bridges was proposed by the Interdepartmental Committee partly in substitution for a town at Holmwood. This was not covered in the Advisory Committee's Report, since it was outside their terms of reference. The Designation Order defining the area for a new town at Crawley-Three Bridges has been made, and a Development Corporation was established on 26th February, 1947.

New Town proposed by the Advisory Committee

25. ESSEX

Laindon-Pitsea.—The Advisory Committee proposed the development of Laindon and Pitsea as a town of 50,000. This proposal is being examined and, as already stated in paragraph 5 of this memorandum, decisions have had to be reserved for the time being on this proposal as on other proposals relating to redistribution of population in South Essex.

EXPANSION OF EXISTING TOWNS

26. Appendix C contains the target figures for existing towns which on present information the Minister is prepared to approve. He accepts generally, subject to the qualification in the following paragraph, the variations, mainly increases, proposed by the Advisory Committee, except where these are in the Green Belt Ring.

27. Before final conclusions can be reached on the population to be accommodated in any particular town, detailed survey work, one of the objects of which will be to determine the proper physical limits within which the town shall grow, and the preparation of outline plans will be necessary. The Sub-Committee were not able in the time at their disposal, nor did they consider it desirable "to attempt a detailed examination of the physical boundaries of the areas designated in the Plan for building development, industry, and open space or of the local alignment of the proposed roads" (paragraph 14). The Minister's acceptance of the targets set out in Appendix C is therefore subject to his being satisfied, from outline plans based on adequate surveys, that the towns can and should be expanded as proposed. It is particularly important in planning for the expansion of towns, to have regard to the productiveness of agricultural land, and to avoid wherever possible encroachment on good farm land. In considering the proper limit of expansion the Minister will also have regard to the amount of land required for relieving existing conditions of congestion. Local Planning Authorities should now, where this has not already been done, carry out the necessary surveys and prepare their outline plans without delay.

EXPANSION OF EXISTING TOWNS OUTSIDE THE AREA OF THE GREATER LONDON PLAN

28. The Greater London Plan proposed the dispersal of 163,750 persons to towns outside the Region lying

about 50 miles from the centre of London, a figure which was slightly increased by the Interdepartmental Committee to 167,000. The Advisory Committee felt that they could not consider these proposals, as representatives of the Planning Authorities concerned were not members of the Committee; and in any event they were of opinion, as explained in paragraph 18 of this memorandum, that practically the whole of the population to be decentralised could be accommodated within the Greater London Region. Since, however, the Minister is unable to accept the Advisory Committee's proposals with regard to the Green Belt Ring, consideration must be given to the dispersal of population approximating to 167,000 to towns outside the Region.

29. The Interdepartmental Committee made tentative recommendations for this purpose as follows:— Expansion of *Newbury* from 15,000 to 35,000; of *Aylesbury* from 14,500 to 44,500; of *Bletchley* from 7,500 to 40,000; of *Chelmsford* from 30,600 to 47,600; of *Witham* from 8,000 to 15,000; of *Basingstoke* from 15,000 to 35,000; and of *Ashford* from 23,000 to 33,000. Small expansions of *Tonbridge*, *Horsham* and *Sawston* were also proposed. These recommendations are being further examined and will be discussed with the Local Authorities concerned.

30. Expansions proposed in the Plan which the Interdepartmental Committee did not support were: *Didcot*,

not considered suitable for expansion on the scale proposed, partly on account of the high quality of the surrounding agricultural land; and *Braintree*, *Bocking* and *Halstead*, which are served at present only by a single line railway. These latter towns will be further examined at a later stage, when consideration can be given to the possibility of improving transport facilities in this area.

31. The Plan further assumed decentralisation of another 100,000 persons outside the metropolitan influence altogether, and this assumption is accepted by both the Advisory Committee and the Minister.

RURAL DEVELOPMENT

32. The Sub-Committee recommended (paragraph 82) that the boundary of development zones should be drawn closely round the existing confines of villages in the Green Belt Ring. The Minister agrees with this recommendation, which should not be confined to the Green Belt Ring. The Minister agrees that the development to be allowed in villages should be such as will not conflict with the life of the rural community.

GENERAL NOTE ON RECOMMENDATIONS

33. The Minister agrees, as concluded in paragraph 85 of the Sub-Committee's Report, that no major modifications are required to the boundaries of the four Rings; and that the population figures for particular areas should be kept under review from time to time.

IV. INDUSTRY

34. It is the Government's policy, as set out in the Minister's statement to the House of Commons on 5th March, 1946, on the Greater London Plan (see Appendix B) that the overall growth of London's population and industry should be restrained, and that a planned programme of decentralisation to the outer areas should replace the uncontrolled sprawl of the inter-war period. This policy accords with the recommendations of the Royal Commission on the Distribution of the Industrial Population, 1940 (Barlow Report).

35. Industry will need to be transferred from the congested parts of inner London to the new towns and towns to be expanded in the outer areas. But the redistribution of industry within the Region, as envisaged by paragraph 87 of the Sub-Committee's Report, will not be sufficient. There exist at present in the Greater London Region greater potentialities of employment of all kinds than is required for a total population of ten million, and a proportion of this employment, including not only manufacturing industry (which accounts for some 46% of the total insured working population in the Region), but also Government offices, commerce, and service industries, will need to be decentralised beyond the fifty mile radius to other parts of the country.

36. In considering proposals for new industrial building in the London area, whether new factories or the extension of existing buildings, the guiding principles will be those governing the balanced distribution of industry over the country as a whole, as set out in the White Paper on Employment Policy, 1944 (Cmd. 6527), and the above decision to restrain the overall growth of industry in the Greater London Area. Powers additional to those contained in the Distribution of Industry Act, 1945, are proposed in the Town and Country Planning Bill (1947), to secure the proper location of industry and to control the use of existing premises (Clauses 13(4) and 24).

37. In paragraphs 90-91 the Sub-Committee were concerned that the decentralisation of industry should keep in step with the provision of housing, and stressed

the importance of industrial building taking place concurrently with the housing programme so as to ensure a balanced development in the reception areas. The programme of decentralisation will be directed so as to achieve and to maintain at all stages a proper balance of population and industry both in volume and type. To ensure this, close consultation will need to be maintained between the Authorities responsible for the development of the new or expanded towns, the Ministry of Town and Country Planning, and the Board of Trade.

38. In paragraph 88 the Sub-Committee suggested that, provided the major principles of decentralisation were not prejudiced, there were cases in which further light industries should be permitted within the Suburban Ring in order to reduce the distance of travel to work. In paragraph 89 they rejected as contrary to the policy of the Plan, a suggestion, insofar as it was applicable to the Inner Urban and Suburban Rings, that certain industrial areas such as Park Royal should be filled up with additional industry. The Minister is of opinion that new industrial development should not, save in the most exceptional cases, be permitted in the Inner Urban and Suburban Rings. He does not, however, disagree with the Sub-Committee's recommendation that some light industries, evacuated during the war into the suburbs, should be allowed to remain provided they occupy suitable sites.

SURFACE WORKING OF MINERALS

39. The questions of the survey and control of sand and gravel workings are being dealt with by the Advisory Committee on Sand and Gravel, set up by the Minister under the chairmanship of Mr. A. H. S. Waters, V.C., D.S.O., M.C., M.Inst.C.E. The Committee is studying the problems of the Greater London Area as a first priority, and their recommendations and the Minister's conclusions when these have been reached, will be made known to the Local Authorities.

40. The question of chalk and other minerals is also under consideration.

V. COMMUNICATIONS

ROADS

GENERAL

41. In the Greater London Plan the road system was confined to an outline plan of major routes, and comprised ten radial arterial (motor) roads supplemented by a system of sub-arterial (all-purpose) roads, some of the latter being also selected for treatment as parkways. The ten radial roads connected with the radials proposed in the County of London Plan, and were visualised as extending beyond the Greater London Region in a system of national routes. Linking them a series of three ring routes was proposed, namely the C, D and E rings, of which the D ring was an arterial, and the C and E rings were sub-arterial, roads. The C ring generally coincided with the line of the North and South Circular Roads, and the E ring with the line of the North and South Orbital Roads, which lies near the outer edge of the Green Belt Ring.

42. The Sub-Committee approved the main framework of the road system in the Greater London Plan, but differed from it in matters of detail and in the emphasis laid on the importance of some of the major roads. The Sub-Committee, in making their comments, had before them the Interdepartmental Committee's Report on the major road proposals contained in the Greater London Plan.

43. The Ministers of Transport and of Town and Country Planning have considered carefully the views of the Sub-Committee on the arterial and sub-arterial system, and their conclusions in principle, both on the proposals of the Greater London Plan and on those of the Sub-Committee, are set out in the following paragraphs and are illustrated by the plan accompanying this memorandum. Comments upon the parkway proposals are confined to the question of justification for the construction of new roads on the lines proposed, and do not deal with parkway treatment as such.

THE MAJOR RADIAL ROADS

44. The Ministers agree a system of ten major radial routes radiating to Exeter, South Wales, Gloucester, Birmingham, Edinburgh, Norwich, Ipswich, Dover, Brighton and Portsmouth. They consider that, should Parliament decide to grant powers for the construction of motor roads, the routes to South Wales and Birmingham should be motor roads throughout their length, the Birmingham Radial serving as the motor road connection with the North. The question of the motor road treatment of parts of other radials within the Greater London Region is dealt with in connection with particular radials in the following paragraphs.

45. *The Exeter Radial (Greater London Plan Radial No. 1).* The Greater London Plan proposed a motor road passing between Ashford (Middlesex) and the Queen Mary Reservoir and then north of Chertsey. The Ministers consider that the road should follow the line of the proposed New Chertsey Road and then pass south of Bagshot and Camberley. They agree that within the Greater London Region from Sunbury Cross westwards the new road should be a motor road.

46. *The South Wales Radial (Greater London Plan Radial No. 2).* The Greater London Plan proposed a motor road to South Wales which, unlike the other radials in the Plan, did not originate directly from the D ring but was fed by two spurs, the northern of which led from the Gloucester Radial and the southern from the Exeter Radial, the two spurs uniting east of Maidenhead. The Ministers agree with the need for a radial to South Wales, but consider it should leave London by a new route north of London Airport (Heathrow), which will connect with the Slough Southern Bypass. This will dispense with the need for the two spurs. It is agreed that this radial should be a motor road for its whole length from a point as close in to London as may be found practicable.

47. *The Gloucester Radial (Greater London Plan Radial No. 3).* The Greater London Plan proposed a motor road on the line of Western Avenue, thereafter following a new line south of Gerrards Cross, Beaconsfield and High Wycombe.

The Sub-Committee (paragraph 108) supported this proposal but as an all-purpose road.

The Ministers consider that Western Avenue and the line of the existing Trunk Road A.40 should generally be adhered to and developed as an all-purpose road with bypasses and diversions where necessary.

48. *The Birmingham Radial (Greater London Plan Radial No. 4).* The Greater London Plan proposed a motor road to the west of Watford, Hemel Hempstead and Tring.

The Ministers agree that a new all-purpose road will be required generally on the line of the Greater London Plan proposal to the west of Watford, Hemel Hempstead and Tring, but that this should not be regarded as the Birmingham Radial or as one of the major radials and should terminate on A.41 north-west of Aylesbury. Between the D and C Rings, an alternative line may be required owing to the built-up nature of the area.

They agree with the need for a motor road to Birmingham, which would have connections to Lancashire, the West Riding, and areas to the North. They consider that within the Greater London Region the best route lies further east, passing between Hemel Hempstead and St. Albans and then between Luton and Dunstable.

49. *The Edinburgh Radial (Greater London Plan Radial No. 5).* The Greater London Plan proposed a motor road passing between St. Albans and Hatfield and then east of Luton.

In view of the function of the Birmingham Radial, the Ministers consider that a separate motor road to Edinburgh is not required, but that the line of the existing route to Edinburgh (Barnet Bypass-Great North Road) should be adhered to and developed as an all-purpose road, with bypasses and diversions where necessary.

50. *The Norwich Radial (Greater London Plan Radial No. 6 to Cambridge).* The Greater London Plan proposed a motor road along the Lea Valley.

While the Ministers do not consider that a motor road to Norwich or Cambridge is required, they agree the need for a new road—sections of which should be a motor road—along the Lea Valley, following, generally, north of the C ring, the line proposed in the Greater London Plan.

They are of opinion that the line of G.L.P. Radial No. 6 south of the C ring, as well as the alignment proposed for Sub-Arterial No. 9 (see paragraph 67 of this memorandum), require further investigation in relation to the route to be developed from the Docks to the Birmingham motor road and to G.L.P. Radial No. 6 (see paragraph 58 of this memorandum).

51. *The Ipswich Radial (Greater London Plan Radial No. 7).* The Greater London Plan proposed a motor road to Ipswich on a line to the north of Fairlop Airfield, Romford and Brentwood.

The Ministers consider that there is no justification for a new road to Ipswich but that the existing Trunk Road (A.12) should be improved as an all-purpose road with bypasses and diversions where necessary.

The Sub-Committee (paragraph 115) agreed with this view, but suggested that a new route in addition to A.12 was desirable from London as far as Brentwood. The Minister of Transport is investigating the justification for this proposal.

52. *The Dover Radial (Greater London Plan Radial No. 8).* The Greater London Plan proposed a motor road passing between Bromley and Orpington and then to Farningham and Meopham.

The Ministers agree that there is a need for a new

outlet from South-east London into Kent, with connections to A.20 and A.2 (serving the Medway towns). The alignment of this road within the County of London is at present being investigated. The Ministers do not consider that a motor road to Dover is justified and propose that the existing A.20 should be improved generally on its present alignment outside the County of London, as an all-purpose road.

The Sub-Committee agreed with this view but suggested (paragraph 117) the retention of part of the radial (on a slightly amended line) east of the D ring to form a link between A.20 and the Medway towns.

As it is proposed comprehensively to improve the existing roads A.2 and A.20 within the Greater London Plan Area, the Ministers consider that these two roads will then meet the present anticipated traffic needs in the area.

The Sub-Committee also suggested a new road in continuation of the radial west of the D ring. The Ministers do not consider that such a road would have even sub-arterial status.

53. *The Brighton Radial (Greater London Plan Radial No. 9).* The Greater London Plan proposed a motor road passing west of Croydon to Coulsdon and then east of Redhill and Horley, with a spur leading off to Eastbourne.

The Ministers agree with the need for a new road, following generally the alignment proposed in the Greater London Plan as far south as Horley. South of Horley the route should be realigned to avoid the new town at Crawley, and a spur to Eastbourne should be provided. The Ministers agree that within the Greater London Region the new road should be a motor road.

54. *The Portsmouth Radial (Greater London Plan Radial No. 10).* The Greater London Plan proposed a motor road east of Kingston and Guildford.

The Ministers do not agree that a new road is required, but consider that the existing Trunk Road (A.3) should be improved as an all-purpose road with a bypass to Esher and Cobham on a line yet to be determined, and further bypasses and diversions where necessary.

THE RING ROADS

55. *The C Ring.* The Greater London Plan proposed a complete ring which would be sub-arterial in character. It utilised the existing North Circular Road from Brentford in the west to Walthamstow in the east. From Walthamstow to North Woolwich a new route would be developed across the Thames. South of the Thames it was proposed to follow the line of the proposed South Circular Road, which has already been substantially agreed and in part constructed.

The Ministers agree with the need for the C ring, and consider that it should be an all-purpose road sited generally on the alignment proposed in the Greater London Plan, and the Sub-Committee are in agreement.

56. *The D Ring.* The Greater London Plan proposed a motor road in the form of a complete ring linking the ten radials.

The Ministers do not consider that a complete ring is required, nor do they consider that it should be a motor road, which would be inappropriate to its function of distributing traffic round the built-up area of London.

The Sub-Committee suggested (paragraph 121) that the D Ring should connect with the E Ring east of Epping Forest and again near Halstead, thus making a complete ring.

In view of industrial developments in North London and the development of London Airport at Heathrow, the Ministers agree that there is a need for the part of the D Ring from the Barnet Bypass westwards and southwards to the Staines Road. They are now investigating the justification for the southern section from the Staines Road southwards and eastwards to Croydon, and for the northern section from the Barnet Bypass eastwards to the Lea Valley; this latter section

is being examined in conjunction with investigations by the Minister of Transport into the alignment of the route from the Birmingham Radial to the Docks (see paragraph 58 of this memorandum). A *prima facie* case for the section between Croydon and Chelsfield does not appear yet to have been established. The Ministers consider that there is no justification for that part of the D Ring east of the proposed new Norwich Radial.

57. *The E Ring.* The Greater London Plan proposed an incomplete ring (open on the eastern side) which would be in the form of a parkway and would be located near the outer edge of the Green Belt Ring. The Ministers consider that a complete ring road is required, all-purpose in character and generally following the line of the Greater London Plan E Ring but closed by links leading to the Dartford-Purfleet tunnel. The Sub-Committee are in agreement.

THE ROUTE FROM THE DOCKS TO THE BIRMINGHAM MOTOR ROAD

58. The Ministers consider that an improved route should be provided between the Docks and the Birmingham motor road. In their investigations into this route, they will take into account the detailed suggestions made by the Sub-Committee (paragraphs 111, 112).

THE SUB-ARTERIAL ROADS

59. *Sub-Arterial No. 1.* The Greater London Plan proposed what is described as a Staines and Egham Bypass from East Bedfont to Virginia Water, which, from Ashford to Thorpe, would be alongside Radial No. 1.

The Ministers consider that there is no need for this sub-arterial in view of the fact that the alignment of the Exeter Radial has been amended. It is proposed to construct a local bypass to Staines following approximately the line of the aqueduct to the north of the town.

60. *Sub-Arterial No. 2.* The Greater London Plan proposed in addition to the D Ring a diversion of A.312 (which now crosses London Airport at Heathrow) over Hounslow Heath.

An alternative line for this diversion, which will form part of the D Ring (see paragraph 56 of this memorandum), has already been agreed by the Ministers in connection with the development of the London Airport.

61. *Sub-Arterial No. 3.* The Greater London Plan proposed a diversion of the Bath Road (A.4) from south of Heston to near Colnbrook.

The new South Wales Radial (see paragraph 46 of this memorandum), which will run north of London Airport at Heathrow, will follow generally the line of this sub-arterial, and facilities will also be provided to replace those existing on the portion of the Bath Road to be incorporated in the Airport.

62. *Sub-Arterial No. 4.* The Greater London Plan proposed a new road from Ruislip to Aylesbury via Amersham and Great Missenden.

In view of the proposal for a new all-purpose road from London to Aylesbury (see paragraph 48 of this memorandum) on a line to the west of Watford, Hemel Hempstead, and Tring, the Ministers consider that a second new road to Aylesbury is not required. They agree with the alternative recommendation of the Sub-Committee (paragraph 125) that route A.413 between Tatling End and Amersham should be improved.

63. *Sub-Arterial No. 5.* The Greater London Plan proposed (a) a new road from the Watford Bypass (A.500) to Watling Street (A.5) near Flamstead; (b) a new road from Flamstead northwards to form an eastern bypass of Luton; and (c) improvement of Watling Street (A.5) northwards of Flamstead, including a bypass of Dunstable.

The greater part of the new roads included in the sub-arterial, namely, the section from the Watford Bypass to Stockwood Park to the south-west of Luton,

coincides with the line of the Birmingham Radial (see paragraph 48 of this memorandum), which continues north between Luton and Dunstable. The line of an eastern bypass of Luton has also been protected and will give connection between the Birmingham Radial, the Luton-Hatfield road (A.505), and the Luton-Bedford road (A.6). In view of the proximity of the Birmingham Radial to Watling Street (A.5), the Ministers consider a bypass of Dunstable unnecessary.

64. *Sub-Arterial No. 6.* The Greater London Plan proposed a diversion of A.1 from Welwyn to Graveley and further north a bypass of Baldock, linking with the Icknield Way and its bypass to Royston.

The Ministers agree the necessity for bypassing Knebworth and Stevenage as an early priority. They consider that the bypass to Baldock should lie to the west of that town with a connection to Route A.505 to Royston.

65. *Sub-Arterial No. 7.* The Greater London Plan proposed a diversion of A.10 north of Cheshunt via Bresseley 42, passing between Hertford and Ware and bypassing Buntingford and Royston on the east to meet the Icknield Way diversion above Royston.

The Ministers agree this suggestion in principle.

66. *Sub-Arterial No. 8.* The Greater London Plan proposed a west to east route from Stewkley (on G.L.P. Radial No. 4 to Birmingham), passing south of Linslade, north of Dunstable and Luton, bypassing Hitchin, Bishops Stortford and Great Dunmow, and leading to Colchester (part of Bresseley 43).

The Ministers propose to examine further the need for such a route where it does not already exist. In their opinion there is a *prima facie* case for establishing a link between Stevenage and the Birmingham Radial, and if such a road were built it would seem reasonable to extend it to connect with the existing west to east road at Standon. The Sub-Committee are in agreement that the Birmingham motor road should be the western terminal of any such link.

67. *Sub-arterial No. 9.* The Greater London Plan proposed a diversion of Bresseley 34, avoiding Stratford Broadway and, further north, going from Forest Road across the Walthamstow Reservoirs via Ferry Lane to intersect G.L.P. Route No. 6 (to Cambridge), then proceeding along the west side of the L.N.E. Railway through Tottenham to join with A.10 near Enfield.

The Sub-Committee suggested a slight amendment to the line of this road.

The Ministers agree the need for an improved route from the Docks to the Birmingham Radial, which will also connect with the Lea Valley road and New Cambridge Road (A.10). As indicated above (paragraph 58 of this memorandum), they consider that further investigation is needed to determine its alignment.

68. *Sub-Arterial No. 10.* The Greater London Plan proposed to incorporate an amended line of Bresseley 38 from Upper Walthamstow to Beckton alongside the River Roding as part of the C Ring.

The Ministers consider that in this area the C Ring should be located somewhat further to the east, and the line is being investigated.

69. *Sub-Arterial No. 11 and Dock Arterial Road.* The Greater London Plan proposed to convert the existing Trunk Road (A.13) into a motor road with a continuation from Rainham to Tilbury via South Ockendon and Chadwell St. Mary.

The Sub-Committee (paragraph 123) did not support this proposal, and the Ministers agree with the Sub-Committee.

70. *Sub-Arterial No. 12.* The Greater London Plan proposed a link from Purfleet and Rainham via Bresseley 9 to Doddinghurst on G.L.P. Route No. 7 (to Ipswich), including a bypass of Brentwood.

The Ministers are in agreement with the conclusion reached by the Sub-Committee (paragraph 126) that this proposal should be omitted, since it is rendered unnecessary by the decision to make the E Ring a complete ring.

71. *Sub-Arterial No. 13.* The Greater London Plan proposed a north to south connection from Eastern Avenue (A.106) to join the sub-arterial portion of A.13 east of Barking.

The Ministers agree with the Sub-Committee (paragraph 126) that there is no need for this proposal.

72. *Sub-Arterial No. 14.* The Greater London Plan proposed in addition to the tunnel on the C Ring, a high-level river bridge from West Ham (at the junction of A.13 and Bresseley 34) to join the C Ring at Eltham. The Ministers see no justification for two crossings of the Thames in such close proximity, but the location and character of the C Ring crossing is a matter for detailed engineering survey.

73. *Sub-Arterial No. 15.* The Greater London Plan proposed the development of a new route from Woolwich through Gravesend to G.L.P. Radial No. 8 (to Canterbury), following A.206 generally to Slades Green, joining the Dartford-Purfleet tunnel, and proceeding along the estuary generally via A.226 down to A.2 south of Gravesend, then along A.2, branching south to Cobham and G.L.P. Radial No. 8.

The Sub-Committee considered (paragraph 133) that this route should not go eastwards beyond the junction of A.226 and B.2175 at Northfleet.

The Ministers cannot reach a conclusion on this proposal until the industrial planning of the area is settled.

74. *Sub-Arterial No. 16.* The Greater London Plan proposed (a) a diversion of A.21 from Farnborough to Halstead, and (b) further south a bypass of Sevenoaks, from Dunton Green to Hubbard's Hill.

The Sub-Committee (paragraph 135) did not agree that a diversion was necessary between Farnborough and Halstead, and they suggested an altered line for the Sevenoaks bypass.

The Ministers agree with the Sub-Committee.

75. *Sub-Arterial No. 17.* The Greater London Plan proposed a diversion of the Portsmouth Road from Littleworth Common to Street Cobham, being a bypass to the west of Esher.

As stated in paragraph 54 of this memorandum, a bypass of Esher and Cobham will be provided as part of the Portsmouth Radial, and a sub-arterial will not be needed in addition.

76. *Chelmsford-Rayleigh Sub-Arterial.* The Sub-Committee suggested (paragraph 127) that the line of this sub-arterial should be modified near Great Baddow. The road concerned lies outside the Greater London Region, and it is not proposed to comment on the suggestion in this memorandum.

77. *The Sub-Arterial from Great Baddow to the eastern end of Stanford-le-Hope Bypass.* The Sub-Committee recommended (paragraph 128) the omission of this sub-arterial and proposed instead a new route from A.12 at Mountnessing southwards to Herongate, where it would meet A.128, together with the improvement of A.128 southwards to Tilbury.

The Ministers are in agreement with this recommendation.

78. *New Sub-Arterial route through Bromley.* The Sub-Committee recommended (paragraph 131) that a sub-arterial route should be added, following a line from West Wickham through Bromley and Orpington to Swanley.

The Ministers do not consider that a *prima facie* case for this new route has so far been established.

PARKWAYS

79. As already stated, the question of parkway treatment of roads in the Greater London Region is not dealt with in this memorandum. No comments are included, therefore, on the parkways listed under sub-heading (b) in paragraph 178 of the Greater London Plan, or on the proposal in paragraph 136 of the Report of the Sub-Committee for treating part of Edgware Way

as a parkway. The alignment of Parkway (a) (the E Ring) is dealt with in paragraph 57 of this memorandum.

80. The parkways listed under the sub-headings (e), (f) and (b) in paragraph 178 of the Greater London Plan require further investigation before it can be determined whether these new roads are justified on traffic grounds.

81. Parkway (e). The Greater London Plan proposed a parkway through Epping Forest with a parkway bypass north of Epping, joining the North Orbital Road at North Weald Bassett.

The Ministers consider that a bypass of Epping is not necessary in view of the decision to abandon the proposed new town at Ongar. The establishment of a new town at Harlow will generate considerable road traffic towards London, but this traffic should be encouraged to use the Norwich Radial so as to avoid the necessity for developing the road through Epping Forest (A.11).

82. Parkway (d). The Greater London Plan proposed a parkway from its Ipswich Radial at Bournebridge (Stapleford Abbots) to Gallows Corner on A.127 and eastwards along the existing Southend Road.

The justification for a new road between Bournebridge and Gallows Corner depends upon a decision on the recommendation of the Sub-Committee for the construction of a new road from London to Brentwood (see paragraph 51 of this memorandum on the Ipswich Radial).

83. Parkway (g). The Greater London Plan proposed a parkway from the D Ring at North Looe via Headley as part of a parkway route to Worthing.

The Sub-Committee recommended (paragraph 137) that this proposal should be reconsidered in view of the abandonment of the proposal for a new town at Holmwood, and also to secure the amenities of the village of Betchworth.

In the opinion of the Ministers a case on traffic grounds for this new road has not yet been established.

84. Parkway (j). The Greater London Plan proposed a parkway from Sunbury Common to join G.L.P. Radial No. 1 to Exeter west of Chertsey.

The line of this parkway has been adopted by the Ministers for the Exeter Radial.

AIRWAYS

85. The Government proposals for airports will be discussed with the Local Authorities affected as they take shape.

NAVIGABLE WATERWAYS

86. The Ministry of Town and Country Planning is preparing, with other appropriate Departments, to examine the future of the navigable waterways, including the Port of London, with particular reference to their effect on the planning of the Region.

RAILWAYS

87. The effect on the railways of the decentralisation proposals of the Greater London Plan is being examined by a Committee of the Ministries of Transport and of Town and Country Planning and of the Standing Joint Committee of the four main line Railways and the London Passenger Transport Board, and the proposals put forward in the Sub-Committee's Report are under consideration. Decisions upon railway improvements will be communicated from time to time, and will take into account the recommendations of the Railway (London Plan), or Inglis, Committee, whose Report on the railway proposals of the County of London Plan is under examination by the Ministers of Transport and of Town and Country Planning.

MARKETS

88. The question of markets in London generally will be the subject of a separate investigation, and the suggestion made in paragraph 144 of the Sub-Committee's Report, for reconsideration of the proposal in the Greater London Plan that Woking should be a goods distribution centre, is noted.

VI. OPEN SPACES

GENERAL

89. The major difference between the recommendations of the Advisory Committee and those of the Greater London Plan lies in the degree of encroachment into the green wedges and the Green Belt Ring. The Sub-Committee stated (paragraph 158) that they concurred wholeheartedly in the proposal to establish a Green Belt Ring; but nevertheless they were prepared to contemplate considerable town expansions within the Ring in addition to the quasi-satellites which have been accepted in principle. The Minister, as already explained, has rejected the proposals for town expansions in the Ring, and will limit the establishment of further quasi-satellites. He entirely agrees with the Sub-Committee's recommendation (paragraph 158) that once the boundaries of the development areas for the existing communities are fixed there must be no further encroachment on open land within the Ring.

90. It is the Minister's intention to prepare a plan to show the land around London which, as green belt or green wedges, must be preserved from development. This plan will be based upon the Greater London Plan proposals, but will also show such variations as have been made to meet immediate urgent needs. Planning Authorities should not permit any development on land shown for retention as green belt or green wedges, unless they have proved to the satisfaction of the Minister that there is an unanswerable case for reconsideration of the boundaries.

STANDARDS OF OPEN SPACE PROVISION

91. The Sub-Committee accepted the standard for local open space prescribed in the Greater London Plan,

that is ten acres per thousand population. The Minister agrees and supports their recommendation that every effort should be made to ensure that this land is reserved and ultimately acquired. He also supports the proposal of the London County Council to provide three acres per thousand population outside the County of London to supplement the four acre standard of open space within the County.

RECREATIONAL AND SPORTS CENTRES

92. The Plan proposed the complete preservation of the Lea Valley and the transformation of the areas being excavated for gravel into lakes and lidos for boating, bathing, etc. The Sub-Committee recommended (paragraph 151) that these proposals should be approved in principle. They are, of course, bound up with the recommendations of the Waters Committee on Sand and Gravel, to which reference has already been made, and the Minister must, therefore, reserve his decision on this proposal. He approves in principle of the idea of establishing sports centres in suitable parts of the Greater London Area.

GREEN WEDGES

93. The Minister is glad to see that the Sub-Committee fully support the proposals for green wedges as part of the composite system of open spaces within the Region (paragraph 153). He considers that the preservation of these green wedges is essential; they are particularly vulnerable as a result of the pressure for housing and for the expansion of existing industries, and the Minister emphasises the necessity for the same strong action as will be required in safeguarding the green belt.

94. The Sub-Committee proposed in paragraphs 154-157 that parts of the valleys of the River Roding and River Lea should be allowed to be redeveloped industrially, but that this development should be restricted to a life of twenty-five years. The proposals relating to industrial development in the Lea Valley are being examined but will require further investigation in association with all the problems of this part of the Lea Valley.

LOCAL GREEN BELTS

95. The Sub-Committee supported the proposal in the Plan for local green belts to towns in the Outer Country Ring, and the Minister agrees. They did not think that wholesale acquisition would be necessary with the advent of improved planning powers, and the Minister again agrees.

96. With regard to the use of local green belts (paragraphs 161-163), the Minister agrees that in certain circumstances the open area necessary to schools, hospitals and similar institutions could suitably form part of the local green belt. The Sub-Committee considered that the use of the open land for glasshouses and nurseries should be precluded, subject to permissive user. The Minister considers that glasshouses and nurseries can properly find a place in local green belts, but he agrees that permission for this type of user would have to be given in each case on merits.

97. In paragraph 164 the Sub-Committee recommended that a green wedge should be maintained between Luton and Dunstable as proposed in the Plan, and the Minister agrees. Although certain restricted development has been approved on a small part of the area in question, the Minister is in general opposed to further development on the open land between the two towns. The maintenance of the wedge should also be considered in connection with the construction of the Birmingham Radial road which will pass between the two towns within the area of Luton Borough, and will, in itself, help to constitute a barrier between them.

98. In paragraph 165 the Sub-Committee referred to a suggestion for a fairly large increase in the industrial zone between Croydon and Mitcham. The area lies in the local green belt, but the Sub-Committee suggested that the proposal should not be rejected solely on this ground. The Minister is not satisfied that the increase can be justified; and he would need to be convinced that an overriding case can be established before he could agree that this expansion in the green belt should be allowed.

VII. ADMINISTRATION AND PUBLIC SERVICES

104. The recommendations on financial and administrative aspects and on the co-ordination of public services have been noted. They will be considered together with the views of the Committee set up by the Minister to examine the machinery required for the implementation of the Regional Plan (referred to in paragraph 8 of this memorandum), and in the light of any regional reorganisation of services that may be contemplated.

REFUSE DISPOSAL

105. The subject of refuse disposal and its use for

SCENIC AREAS

99. Areas of scenic value suggested in the Plan substantially agree with those recommended by the Nature Reserves Committee and with those under consideration by the National Parks Committee. The Sub-Committee were in complete agreement with these proposals, and the areas should be preserved.

100. Lists of buildings of special architectural or historical interest, referred to in paragraph 172, are in course of preparation and will in due course be deposited in the offices of the Local Authorities as required by statute. As regards the recommendation in paragraphs 171 and 172 for the effective control over the preservation and alteration of existing buildings of outstanding architectural merit, powers to enable the exercise of such control are proposed in the Town and Country Planning Bill (1947) (Clause 27).

THE THAMES AND LESSER RIVERS

101. The Sub-Committee stressed in paragraphs 173 and 174 the advantage of preserving certain riverside recreational areas and viewpoints. The Minister agrees. This will entail positive action on the part of Planning Authorities if such recreational areas are to be developed. Acquisition of land will not be sufficient—it will have to be properly laid out and maintained.

FOOTPATHS

102. The Sub-Committee proposed in paragraphs 176 and 177 the creation of a new class of road signposted as "dangerous" in order to preserve amenity. The Minister and the Minister of Transport do not consider that this proposal would serve any useful purpose and cannot support it.

DEVELOPMENT OF EXISTING OPEN SPACES

103. The Sub-Committee noted with regret (paragraph 180) the extent to which public open spaces are being encroached on for temporary housing. The Minister also regrets this but it cannot altogether be avoided. Use for temporary housing will terminate within a specified time, and the period within which proposals can be made for such use of open spaces will expire in June of this year. With regard to the use of commons for permanent housing it is pointed out that, unless special Parliamentary procedure is adopted, equivalent areas must be provided before common land can be utilised in this way, whilst their use for the requirements of the Service Departments is a matter which is being specially considered by the Minister in consultation with the Departments concerned.

filling gravel pits is being studied by the Waters Committee, to which reference has already been made. It is agreed that the filling of worked-out gravel pits should be co-ordinated with the refuse disposal of Local Authorities.

CEMETERIES AND CREMATORIA

106. The question of cemetery provision in Greater London is under consideration, and it is agreed that there may be opportunity for Authorities to collaborate for the purpose of providing crematoria.

Appendix A

To the Local Authorities, other than the London County Council and the City Corporation, responsible for the control of interim development within the area covered by the Advisory Committee for London Regional Planning.

14TH DECEMBER, 1945

SIR,

GREATER LONDON PLAN, 1944

I am directed by the Minister of Town and Country Planning to forward, attached to this letter, a copy of a memorandum dealing with the position of planning in the area covered by the Advisory Committee for London Regional Planning with particular reference to the control of interim development.

I am, Sir,

Your obedient Servant,

G. L. PEPLER.

MEMORANDUM

WITH REFERENCE TO THE POSITION OF PLANNING IN THE AREA COVERED BY THE ADVISORY COMMITTEE FOR LONDON REGIONAL PLANNING

1. The area covered by the Committee coincides with the area of the Greater London Plan, 1944, prepared by Professor Sir Patrick Abercrombie and submitted to the Minister of Town and Country Planning, plus the County and the City of London.

2. Within this area there are, in addition to the London County Council and the City Corporation, 143 Local Authorities who are responsible for the control of interim development, and it is to these 143 Authorities that this memorandum is addressed.

3. These 143 Authorities have formed themselves, or are about to form themselves, into 23 Executive Joint Planning Committees on which the respective County Councils are also represented.

4. These Executive Joint Planning Committees and County Councils and the London County Council and City Corporation have now formed themselves into the Advisory Committee for London Regional Planning with the following terms of reference: "To co-ordinate the examination of the outline plan prepared by Professor Sir Patrick Abercrombie for the outer area of the Greater London Region; and to arrive at an agreed outline plan for submission to the Minister of Town and Country Planning with a view to its serving, with the Minister's approval, as a broad directive to the Planning Authorities and to the Authorities responsible for the control of interim development within the area affected."

The aim of the Advisory Committee is to submit an agreed outline plan to the Minister by the 30th June, 1946.

5. The Minister has announced his intention to afford guidance to the Advisory Committee, and through that

Committee it will be available to the Executive Joint Planning Committees whom the Interim Development Authorities are required to consult when dealing with applications for development.

6. The process being followed in the examination of the Greater London Plan is:—(i) On the 12th December, 1944, the Minister forwarded advance copies of the Plan to the 143 Local Authorities and the County Councils for their consideration; (ii) these Authorities are forwarding their comments to the Executive Joint Committees of which they are constituent members; (iii) the Executive Joint Committees, as the statutory scheme-preparing Authorities, are considering and collating these comments for the areas with which each is concerned, and in due course will submit their views to the Advisory Committee for London Regional Planning.

7. While this process is proceeding, the Authorities responsible for the control of interim development will have to deal with applications for development, and it is obvious that unless in exercising such control they adhere to the Greater London Plan the realisation of that plan or of any appropriate modification of it may be seriously prejudiced.

8. Consequently, the Minister will expect these Authorities, unless there are strong reasons for not doing so, to adhere for the time being to the Greater London Plan in its present form as the background against which their control should be administered. They should not in this respect depart from the principles of the plan without consultation with his officers.

9. In addition to new applications for development, consideration must also be given to consents given before the war but not yet acted upon or fully acted upon, as some of these consents may be quite contrary to the principles and proposals of the Greater London Plan. The Minister has already asked the Authorities to supply him with information about these consents and desires to be fully informed as soon as possible so that he may take into consideration the possible revocation of such consents.

10. Furthermore, draft schemes, whether already submitted to the Minister or in course of preparation, should be examined in the light of the Greater London Plan with a view to their revision. Similarly, it may be necessary to consider how far operative schemes may need to be varied or revoked.

11. The Greater London Plan presents a unique opportunity for safeguarding the future of the greatest capital city of the world, and the Minister is confident that he can rely on the co-operation of all concerned in achieving this great object.

Appendix B

HOUSE OF COMMONS OFFICIAL REPORT—TUESDAY, 5TH MARCH, 1946
(Cols. 189 — 192)

PLANNING OF LONDON (GOVERNMENT POLICY)

THE MINISTER OF TOWN AND COUNTRY PLANNING (MR. SILKIN) : With the permission of the House I will make a statement about the planning of London. The policy of His Majesty's Government on this matter is in accord with the fourth and fifth conclusions, unanimously reached, of the Barlow Commission. The Plan for the County of London and the companion Plan for Greater London, which covers the areas surrounding the county, between them contain a number of co-ordinated proposals aimed at achieving these objects. The Plan for Greater London has been under close examination by a number of my colleagues and myself, and the following decisions have been reached :

Firstly, the overall growth of London's population and industry should be restrained. This is one aspect of the general policy for achieving throughout the country a better balance of the distribution of industry, and in particular for assisting the industrial recovery of the Development Areas.

Secondly, a planned programme of decentralisation to the outer areas of Greater London should replace the uncontrolled sprawl of the inter-war period. War damage in the congested inner areas and wartime evacuation have provided a unique opportunity for effecting this redistribution. The intention is to make provision for about a million persons and concurrently a related quota of industrial firms to be accommodated further out—mainly in a few new towns and in selected existing towns within 20 to 50 miles of London's centre. The planned developments will be given priority according to their urgency.

Thirdly, it is proposed that the general lines of the decentralisation and resettlement should broadly conform to the proposals made by Sir Patrick Abercrombie for dividing the area surrounding the County of London into four Rings. From the County of London and the Inner Urban Ring round it, which form the congested areas, most of the decentralisation should take place. The next Ring, the Suburban Ring, should be regarded in general as static. Surrounding this built-up area a Green Belt Ring is to be carefully safeguarded, and this Ring, except in permitted cases, should act as a barrier to further suburban growth. The fourth or Outer Country Ring should serve as the main reception area for persons and industry moving out from overcrowded London into compact settlements surrounded by open country.

The implementation of these proposals rests in part upon the comprehensive legislation for land control which the Government will be introducing. Meantime, it is my intention to afford guidance to the planning authorities in accordance with this statement. But while the Government endorse the main principles underlying the Greater London Plan, they do not at this stage adopt a number of the individual projects for development recommended by Sir Patrick Abercrombie, such as the location and number of the new towns and the proposals for highways. These matters are being further examined in all their bearings by the Government and also by the planning authorities both at the local level

and through the Regional Advisory Committee, under the chairmanship of my hon. and learned Friend the Member for Montgomery (Mr. C. Davies), which is co-ordinating local views. I hope shortly to be in a position, in association with my colleagues, to provide further guidance to these bodies.

CAPTAIN CROWDER : With regard to Middlesex, could the right hon. Gentleman say whether he favours the building of satellite towns with industries attached close by to them, or towns used as dormitories with workers living outside and coming in to Middlesex ?

MR. SILKIN : Broadly speaking, the Government favour the first proposal—the creation of satellite towns where people can live and work.

MAJOR VERNON : Can the Minister tell us a little more about the inner ring—the County of London itself ?

MR. SILKIN : This is the congested part of London, and generally speaking, there will be a movement outwards, towards less congested parts of London.

MR. DEREK WALKER-SMITH : Will the Minister say whether he is satisfied that the Abercrombie Report took fully into account the problem of water supplies for satellite towns in the reception areas and, if not, whether he will give an undertaking that that problem will be investigated before any decisions are made ?

MR. SILKIN : I did say that the question of the location and numbers of the satellite towns is still being examined. One of the factors in that examination will be water supplies, and I can assure the hon. Gentleman that the matter will be taken into full consideration.

MR. DRIBERG : Arising out of the Minister's first Supplementary Answer, will he make it possible, as soon as the location of the new towns is agreed upon, for suitable industrial development to take place in good time before the new inhabitants are housed there ?

MR. SILKIN : Certainly, Sir. I think that is necessary for the success of the scheme. Conferences will take place with industrialists so that houses and industries can be provided side by side.

MR. MITCHISON : Since the Abercrombie Report is limited in geographical scope by its terms of reference, will the Minister give further consideration to dispersal towns, such as Canterbury, a little farther out than 50 miles, having good lines of communication ?

MR. SILKIN : That is a separate problem. One has to draw the line somewhere, otherwise the plan will become a plan for the whole country. Every town will be considered on its merits.

MR. SCOLLAN : Is it not the case that the purpose of the scheme is to meet the congestion which exists in big cities, and would it, therefore, not be much better if the Government took into consideration the dispersal of industries which would create the necessary cure for the conglomeration which we have in the big cities ?

MR. SILKIN : I think the right course is to deal with industry and population side by side, and that is the present policy.

Appendix C

TABLE 1. EXPANSION OF EXISTING TOWNS WITHIN THE GREEN BELT RING

NOTE: All figures include sporadic infilling

COUNTY	TOWN	ESTIMATED 1938 POPULATION	PROPOSED EXPANSION		ACCEPTED EXPANSION	ACCEPTED ULTIMATE POPULATION	
			G.L.P.	Advisory Committee			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	
BUCKINGHAM- SHIRE	Datchet	3,000	500	500	500	3,500	
	Gerrards Cross and The Chalfonts	11,500	3,000	8,500	3,000	14,500	
					3,500		
ESSEX	Chigwell	5,250	3,250	3,250	3,250	8,500(c)	
	Epping	6,250	2,250	3,750	2,250	8,500	
	Hornchurch and Upminster	61,750	3,750	(a)	3,750	65,500(a)	
	Loughton	10,250	2,750	2,750	2,750	13,000(c)	
	Rainham	750	—	(a)	—	750(a)	
	Romford and Harold Wood	55,250	7,750	7,750	7,750	63,000	
	South Hornchurch	2,500	750	(a)	750	3,250(a)	
	Theydon Bois	2,000	500	500	500	2,500	
	Waltham Abbey	4,750	250	250	250	5,000	
						21,250	
HERTFORD- SHIRE	Abbots Langley	4,000	2,500	2,500	2,500	6,500	
	Brookmans Park	2,000	500	2,000	500	2,500	
	Bushey	8,500	2,500	7,000(b)	2,500	11,000	
	Cheshunt	7,750	7,250	7,250	7,250	15,000	
	Chorley Wood	3,000	5,000	5,000	5,000	8,000	
	Cuffley	3,250	4,750	4,750	4,750	8,000	
	Elstree and Boreham Wood	6,000	6,000	27,000	27,000	33,000	
	Hoddesdon	11,250	4,250	11,250	4,250	15,500	
	Kings Langley	2,750	3,250	3,250	3,250	6,000	
	Moor Park	2,250	500	—	500	2,750	
	Radlett	4,500	6,500	6,500	6,500	11,000	
	Rickmansworth	14,750	7,250	7,250	7,250	22,000	
	Waltham Cross	6,500	2,000	2,000	2,000	8,500	
	Watford	69,000	500	10,000	500	69,500(c)	
					73,750		
KENT	Bexley (part)	4,500	500	500	500	5,000	
	Biggin Hill	8,750	1,250	1,250	1,250	10,000	
	Dartford, Crayford and Stone	42,800(e)	6,700	6,700	6,700	49,500	
	North Cray and Foots Cray	3,750	250	250	250	4,000	
	Orpington, St. Paul's and St. Mary Cray and Farnborough	36,300(e)	10,700	10,700	10,700	47,000(c)	
	Sevenoaks	13,750	3,750	3,750	3,750	17,500	
						23,150	
						500	
MIDDLESEX*	Harefield	2,250	1,750	1,750	1,750	4,000	
	Ickenham and Hillingdon	24,500	4,500	4,500	4,500	29,000	
	Potters Bar	11,250	8,750	8,750	8,750	20,000	
	Uxbridge and Cowley	16,250	750	750	750	17,000	
						15,750*	

* The figures for Middlesex are incomplete. See paragraph 5 of this Memorandum.

TABLE 1—continued.

COUNTY (1)	TOWN (2)	ESTIMATED 1938 POPULATION (3)	PROPOSED EXPANSION		ACCEPTED EXPANSION (6)	ACCEPTED ULTIMATE POPULATION (7)
			G.L.P. (4)	Advisory Committee (5)		
SURREY	Addlestone and Otter- shaw	14,000	2,000	(d)	2,000	16,000
	Banstead, Chipstead, Woodmansterne, Tad- worth, Walton-on-the- Hill, Burgh Heath and Kingswood	25,000	6,500	6,500	6,500	31,500
	Byfleet, Pyrford, West Caterham and Warling- ham	9,500	2,000	10,500	2,000	11,500
	24,500	2,000	2,000	2,000	26,500	
	Chertsey	6,750	2,250	(d)	2,250	9,000
	Cobham and Oxshott ...	8,500	3,500	3,500	3,500	12,000
	Coulsdon and Purley (part): Hamsey Green, Waddington and Grange Park	3,500	2,000	2,000	2,000	5,500
	Dorking	10,650(e)	850	9,500(b)	850	11,500
	Egham, Hythe and Thorpe Lea	15,750	4,750	9,250	4,750	20,500
	Epsom and Ewell ...	25,500	8,500	8,500	8,500	34,000
	Esher and Claygate ...	9,000	3,000	3,000	3,000	12,000
	Fetcham, Effingham and Bookham	6,750	1,250	} 8,500 {	1,250	8,000
	Leatherhead and Ashtead	14,750	3,750		3,750	18,500
	Oxted	6,500	2,500		2,500	9,000
	Reigate, Redhill and Merstham	35,000	9,000(e)	15,000	9,000	44,000
	Tatsfield	1,250	500	500	500	1,750
	Walton and Weybridge	29,500	4,500	10,500	4,500	34,000
	Woldingham	1,250	1,250	1,250	1,250	2,500
				60,100		

NOTES: (a) The Advisory Committee recommended a combined ultimate population of 92,000 for these three areas.

(b) Area of whole U.D.

(c) Excluding L.C.C. development.

(d) The Advisory Committee recommended a combined ultimate population of 33,000 for these two areas.

(e) Includes figures for internal re-adjustment shown in the Greater London Plan, Appendix 11, col. 11.

TABLE 2. EXPANSION OF EXISTING TOWNS WITHIN THE OUTER COUNTRY RING

NOTE: All figures include sporadic infilling.

COUNTY (1)	TOWN (2)	ESTIMATED 1938 POPULATION (3)	PROPOSED EXPANSION		ACCEPTED EXPANSION (6)	ACCEPTED ULTIMATE POPULATION (7)
			G.L.P. (4)	Advisory Committee (5)		
BEDFORDSHIRE	Dunstable	15,250	14,750	} 23,000	23,000	130,000
	Luton	91,750	1,750			
BERKSHIRE	Windsor	19,750	750	—	750	20,500
					750	
BUCKINGHAM- SHIRE	Amersham and Chesham					
	Bois	8,000	2,500	4,000	4,000	12,000
	Beaconsfield	5,000	3,500	3,500	3,500	8,500
	Chesham	9,250	2,250	3,750	3,750	13,000
	Eton and Eton Wick	4,000	—	440	440	4,440
	High Wycombe	33,000	15,500	27,000	27,000	60,000
	Holmer Green	3,280	500	—	500	3,780 ^(f)
Slough	66,250	43,750	43,750	43,750	110,000	
					82,940	
HERTFORD- SHIRE	Baldock	3,750	750	4,250	4,250	8,000
	Berkhamsted	10,250	2,250	4,750	4,750	15,000
	Bishops Stortford	11,000	2,500	5,500	5,500	16,500
	Harpenden	12,000	3,500	8,000	8,000	20,000
	Hatfield	9,750	12,250	15,250	15,250	25,000
	Hemel Hempstead	17,000	(New town—See Table 3.)			
	Hertford	12,750	3,750	7,250	7,250	20,000
	Hitchin	17,500	4,500	7,500	7,500	25,000
	Letchworth	15,500	19,500	16,500	16,500	32,000
	Redbourn	2,500	500	2,500	2,500	5,000
	Royston	3,750	750	1,250	1,250	5,000
	St. Albans	33,250	16,750	26,750	26,750	60,000
	Sawbridgeworth	2,500	500	1,700	1,700	4,200
	Stevenage	5,250	(New town—See Table 3.)			
	Tring	4,000	1,000	3,500	3,500	7,500
Ware	7,500	500	4,500	4,500	12,000	
Welwyn Garden City	13,500	26,500	23,000	23,000	36,500	
					132,200	
KENT	Gravesend, Northfleet and Swanscombe	58,750	8,250	8,250	8,250	67,000
					8,250	
SURREY	Ash	6,500	500	3,500	3,500	10,000
	Bagshot, Windlesham, Lightwater and West End	7,000	1,000	2,000	2,000	9,000
	Cranleigh	3,500	1,000	1,000	1,000	4,500
	East and West Horsley	3,250	750	750	750 ^(g)	4,000
	Farnham	14,500	1,500	10,500	10,500	25,000
	Frimley and Camberley	12,000	2,500	9,000	9,000	21,000
	Godalming	13,000	2,500	3,500	3,500	16,500
	Guildford	38,000	2,500	12,000	12,000	50,000
	Haslemere and Hindhead	8,000	1,500	4,500	4,500	12,500
	Horley	5,750	5,250	5,250	5,250	11,000
	Woking, Old Woking and Knaphill	33,250	1,250	8,750	8,750	42,000
						60,750

NOTES: (f) Refers to Holmer Green only. See Advisory Committee's Report, paragraph 61.
(g) A larger expansion may be found practicable and is under consideration.

SUMMARY OF ACCEPTED EXPANSIONS

COUNTY	GREEN BELT RING	OUTER COUNTRY RING	TOTAL
BEDS	—	23,000	23,000
BERKS	—	750	750
BUCKS	3,500	82,940	86,440
*ESSEX	21,250	* —	*21,250
HERTS	73,750	132,200	205,950
KENT	23,150	8,250	31,400
*MIDDLESEX	*15,750	—	*15,750
SURREY	60,100	60,750	120,850
TOTAL	*197,500	*307,890	*505,390

* The figures for South Essex and West Middlesex are incomplete. See paragraph 5 of this Memorandum.

TABLE 3. NEW TOWNS

COUNTY	TOWN	ESTIMATED 1938 POPULATION	EXPANSION	ULTIMATE POPULATION
ESSEX	Harlow	3,000	57,000	60,000
HERTFORDSHIRE	Hemel Hempstead... ..	17,000	43,000	60,000
	Stevenage	5,250	54,750	60,000
SUSSEX	Crawley—Three Bridges	10,000	40,000	50,000
	TOTAL ...		194,750	

TABLE 4. EXPANSION OF EXISTING TOWNS OUTSIDE THE AREA OF THE GREATER LONDON PLAN RECOMMENDED BY THE INTERDEPARTMENTAL COMMITTEE

COUNTY	TOWN	PROPOSED EXPANSION G.L.P.	RECOMMENDED EXPANSION (provisional)	RECOMMENDED ULTIMATE POPULATION (provisional)
(1)	(2)	(3)	(4)	(5)
BEDFORDSHIRE	Villages south of Bedford ... (see Greater London Plan, paragraph 452)	10,000	10,000	—
BERKSHIRE	Newbury	—	20,000	35,000
BUCKINGHAMSHIRE	Aylesbury	35,500	30,000	45,000
	Bletchley	22,500	32,500	40,000
CAMBRIDGESHIRE	Sawston	5,500	5,500	7,250
ESSEX	Chelmsford... ..	15,250	17,000	47,600
	Witham		7,000	15,000
HAMPSHIRE	Basingstoke	20,000	20,000	35,000
KENT	Ashford	10,000	10,000	33,000
	Tonbridge	—	5,000	20,000
SUSSEX	Horsham	—	10,000	20,000
	TOTAL ...		167,000	

TABLE 5. SUMMARY OF POPULATION PROPOSALS

(Planned decentralisation and sporadic infilling)

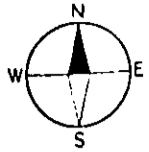
AREA	EXPANSION OF EXISTING TOWNS (Tables 1, 2, and 4)	NEW TOWNS (Table 3)	QUASI-SATELLITES	BYOND THE METROPOLITAN INFLUENCE	TOTAL
In the Green Belt Ring ...	*197,500	—	101,700	—	*299,200
In the Outer Country Ring ...	*307,890	154,750	—	—	*462,640
Outside the Area of the Greater London Plan ...	167,000	40,000	—	—	207,000
Beyond the Metropolitan Influence ...	—	—	—	100,000	100,000
	*672,390	194,750	101,700	100,000	*1,068,840

NOTE: This figure of 1,068,840 compares with a total decentralisation of 1,267,000 proposed in the Greater London Plan (1,033,000 by planned decentralisation + 234,000 by sporadic infilling).

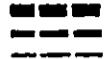
The deficit of approximately 198,000 will be met partly in Essex and Middlesex and partly by further proposals at present under consideration (see paragraph 22 and Note (b), to Table on p. 4 of this Memorandum).

* Figures incomplete. Decisions on South Essex and West Middlesex pending (see paragraph 5 of this Memorandum).

DIAGRAM ILLUSTRATING THE GENERAL HIGHWAY PATTERN AGREED IN THE MEMORANDUM



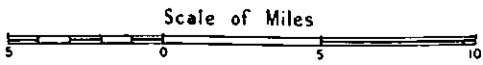
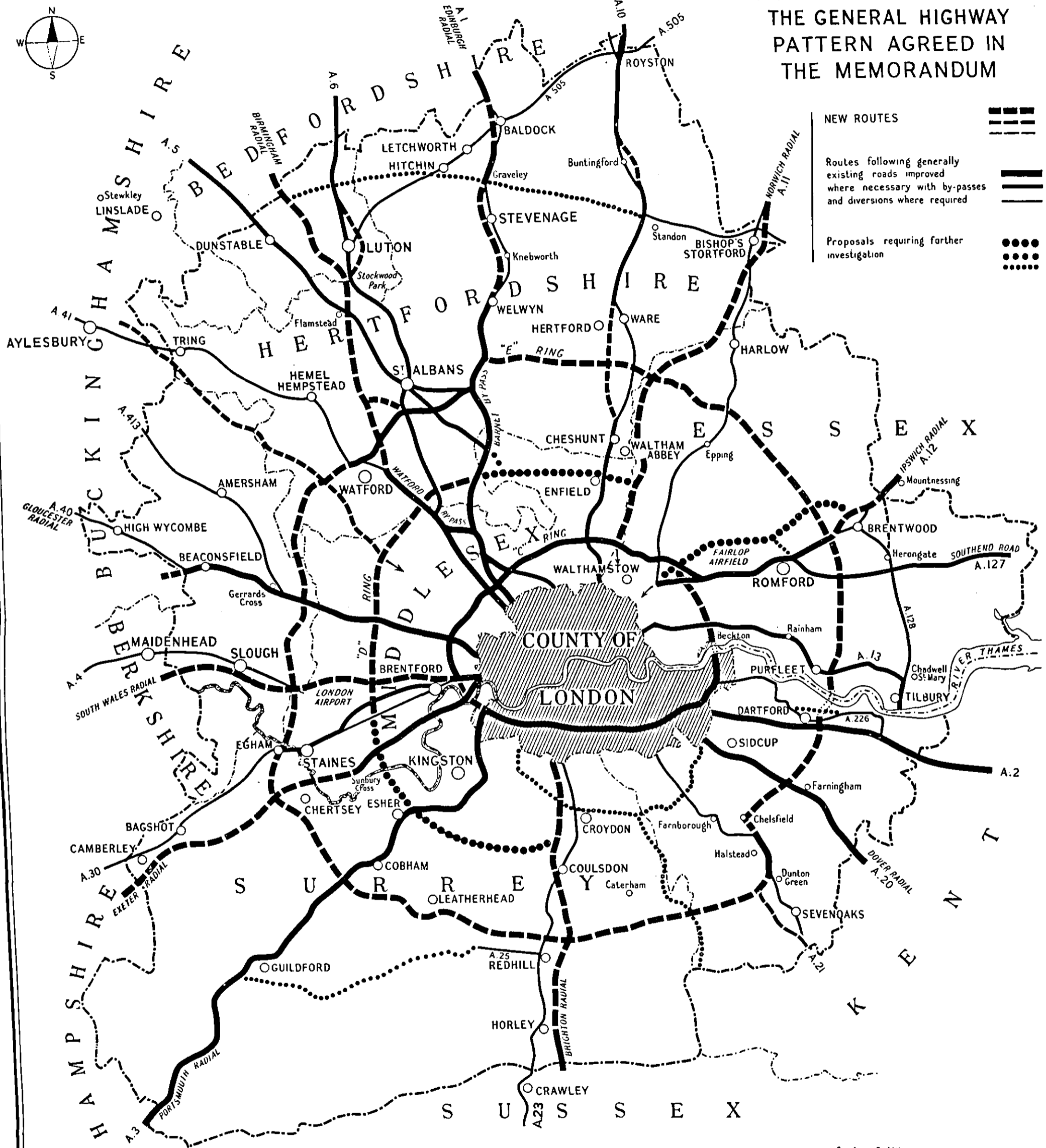
NEW ROUTES



Routes following generally existing roads improved where necessary with by-passes and diversions where required



Proposals requiring farther investigation





MINISTRY OF TOWN AND COUNTRY PLANNING

GREATER LONDON PLAN

Memorandum

by the

Ministry of Town and Country Planning

on the

Report of the Advisory Committee

for London Regional

Planning

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