



PLANNING BASIS
FOR
KENT

INCORPORATING REPORTS UPON
THE
COUNTY PLANNING SURVEY
AND THE
COUNTY ROAD PLAN

KENT COUNTY COUNCIL



DOVER IN 1939
The Castle from Waterloo Crescent

FOREWORD

by Sir Edward Hardy, Chairman of the Kent County Council

Although I have been connected with town and country planning in Kent for some years and realise to the full the value of the work which has been done by those responsible, nevertheless page after page of this book has reminded me of the great complexity of the work, the great difficulties which have been and are being overcome, and the wonderful results which have been obtained by the patient and farseeing work of those who for years have devoted themselves to the task of endeavouring to plan Kent upon lines which will be blessed by posterity because of the benefits to human existence resulting from this planning.

When used in connexion with some form of national economy which closely affects the life of the individual, the words "planned", "uniform" and "regular" often fill me with alarm and despondency, for their application may well have a devastating and deadening effect upon individual enterprise, initiative and self-expression. However, when we are considering the problems of town and country planning today we are faced by the fact that we no longer live in holes in the ground which required no interim development permission before they could be constructed.

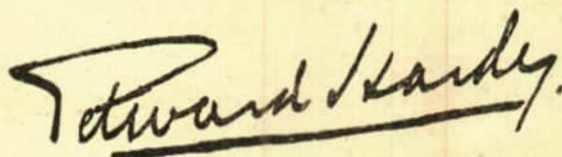
No longer do men individually make for themselves and their families most of the clothes, implements and household utensils required in daily life from skins, stones and bits of wood. Instead these articles are mass produced today in factories which are not always beautiful to behold or established in the right places. Other factories are required in order to produce the numerous articles which seem to be necessary in order to maintain and in some instances to destroy our so-called modern civilisation.

In order that "prefabs" and factories, shops and farms may not become involved in a desperate battle for living space, and that most of us may live in communities where main water, gas, electricity and drainage can be provided at a moment's notice, planning has become necessary. The houses in these communities must be within easy reach of the factories, shops and farms so that not more than a few pence shall be spent on the 'bus fares necessary to transport the members of this modern civilisation to the places where they must earn their daily bread and to the places where they can indulge in their recreational and cultural activities.

All this having been accomplished, theoretically the planners could cease from planning and be at rest. It is doubtful, however, whether this rest day for the planners will ever be reached within any space of time which can be measured accurately today, and therefore in order that town and country planning organisations everywhere may produce something worthy of the immense amount of labour involved, it is essential that the greatest possible support should be forthcoming from every section of the community for a service which should bring such great and lasting benefits to us all.

In order to ensure that the new responsibilities laid upon County Councils and County Borough Councils by Parliament may be carried out efficiently, it is vital that everywhere comprehensive surveys shall be made. This book lays the foundation for such a survey in Kent and I feel certain that it will prove of the greatest possible assistance to all those whose duty it is to make a study of the very complicated problems involved.

I congratulate all those who have been responsible for collecting and setting out in such an attractive manner the material contained in these pages. Many of the details I know will prove of absorbing interest to a very large number of people and I warmly commend the study of this book to all those who have the interests and welfare of our County at heart.

Edward Hardy.

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“SCITUATION OF KENT.

Kent therefore, lying in the Southeast Region of this Realm, hath on the North the River of *Thames*, on the East the Sea, on the South the Sea and *Sussex*, and on the West *Sussex* and *Surrey*. It extendeth in length, from the West of the lands in *Beckenham*, called (I will not say, purposely hereof) *Langley*, where is the stile, as it were, over into *Surrey*, to the *Ramsgate* in the Isle of *Thanet*, about fifty and three miles : and reacheth in breadth from the River *Rother* on the South of *Newendene* next *Sussex*, to the River of *Thames*, at *Nowrheade*, in the Isle of *Greane*, twenty six miles, and somewhat more : And hath in circuit 160. miles, or thereabouts.”

—From William Lambarde’s “*A Perambulation of Kent*,” 1570.

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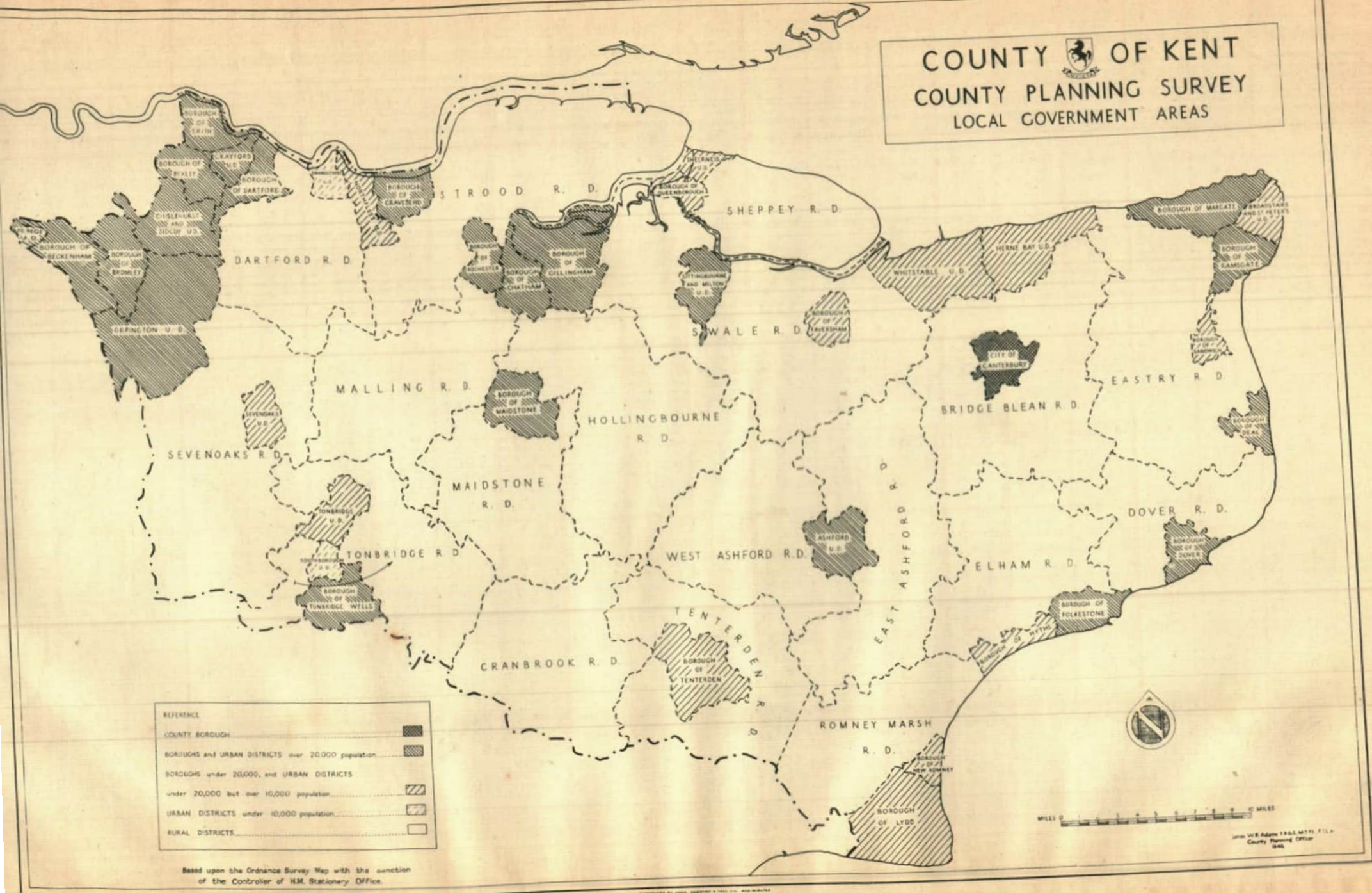
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COUNTY OF KENT

COUNTY PLANNING SURVEY

LOCAL GOVERNMENT AREAS



Based upon the Ordnance Survey Map with the sanction of the Controller of H.M. Stationery Office.

MANUFACTURED BY JOHN WARD & SONS LTD. 400, NEWCASTLE

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CHAPTER I

INTRODUCTORY

Kent, a county of many charming villages and rural scenery, old established towns and productive agriculture, a diversity of industry and long historical traditions, is a region of absorbing interest. The county has a long coastline bordering the English Channel and the Thames Estuary and has close ties with London, Surrey and Sussex in the west and south ; it looks not only to the Metropolis which has spread over its western borders but to the sea and the lands beyond. It is the high road to the continent of Europe. Its people, whether they be 'Men of Kent' or 'Kentish Men', have a just pride in their heritage and a vital interest in the future of their county.

Before proposals to transfer the primary local planning responsibilities to county councils were made to Parliament, and even before the Scott Committee reported in favour of this important change, there was general agreement that county councils should actively participate in the planning of, and the control of development in their respective counties. County councils in England and Wales have been for some years concerned with three classes of planning activity related to the control of the use and development of land and the erection and use of buildings.

Firstly, county councils have been indirectly concerned and when, as in Kent, they became constituent members of joint planning committees, have been directly concerned with the making of statutory planning schemes under the Town and Country Planning Acts.

Secondly, county councils themselves have exercised certain planning functions in varying degrees in different parts of their areas, such as the location of major roads, the control of road frontages under the Restriction of Ribbon Development Acts, the regulation of advertisements and the control of the external appearance of petroleum filling stations.

Thirdly, county councils have not only had to plan in connexion with the exercise of important functions such as Education and Public Health, but also to relate these functions to the general planning of town and country.

It is an accepted principle that any planning activities should be based upon an intelligent examination of past and present conditions and of tendencies indicated by such conditions. It is particularly important that this should be done where such activities are to affect the daily lives of human beings, such as the processes which are now generally grouped under the description "town and country planning".

In connexion with the participation of the County Council in the work of Joint Planning Committees and for the more ready appreciation of the planning problems of wider interest to the County as a whole it was decided by the County Council early in 1944 that a 'County Planning Survey' should be prepared, this to be a broad outline picture in relation to the County Council's functions at that time and a guide to Members and officers of the County Council and the Joint Planning Committees when dealing with planning matters. Military activity in Kent following the invasion of Normandy in that year delayed progress, but the survey and the maps¹ illustrating it were completed in May, 1945, and during the spring and summer the maps, with certain related material, were exhibited in Maidstone, Bromley, Canterbury, Gravesend, London and Tonbridge. So far as practicable the survey has since been kept up-to-date. Reports submitted by the County Planning Officer to the Town and Country Planning Committee on various occasions form the greater part of Chapters I, II, III and V of the present volume.

The making of the Survey in 1944 and 1945 was only rendered possible by the co-operation of the various departments of the County Administration, all local authorities in Kent, including parish councils, the Canterbury County Borough Council, various joint planning committees, the Kent Rivers Catchment Board and the Advisory Committee on

¹ The maps included in this volume to illustrate the more important aspects of the Survey were specially drawn for reproduction. Thirty maps comprised the original survey series.

Water Supplies for Kent. Much information was kindly supplied by the Ministries of Town and Country Planning (in particular the Research Division and the South-East Regional Office), Agriculture and Fisheries, Health, and War Transport, and the statutory undertakers concerned with transport and other public services.

The County Road Plan, the report on which comprises Chapter IV, was also authorised to be prepared in January, 1944, and was adopted by the County Council on 21st November, 1945.

Between the completion and presentation of a planning Survey and the formulation of any plans, there is a necessary and logical stage which presents many difficulties. It is at this stage that the planners must make certain basic assumptions. The difficulties are immeasurably greater in the realm of general town and country planning than in the planning of specific projects required in the exercise of such functions as Education and Public Health. Some action, however, is inevitable, and if the planner is not instructed to proceed upon a set of stated assumptions he must perforce make his own; although in that case they are not always disclosed and subjected to critical discussion.

An attempt was accordingly made to formulate nine basic assumptions upon which planning operations in Kent should be founded. These have been subdivided into those which are common to the whole country, or to a part of it greater than Kent, and may be termed general assumptions, and those which, while they may happen to apply equally to other regions or counties in Great Britain, were selected as applicable to Kent.

GENERAL ASSUMPTIONS.

- (i) That the object to be secured by town and country planning operations is the proper or best use of land in the public interest, the rights of individuals or bodies being subordinated to that interest if necessary, subject to payment of fair compensation in appropriate cases; and that no land, not even land owned by the Crown, should be excluded from general planning control.
- (ii) That the recommendation of the Royal Commission on the Geographical Distribution of the Industrial Population (that as a general principle no new industries should be permitted to be established in London and the Home Counties) will be implemented at least to the extent that new heavy industries will not wish, and new light industries will not be encouraged by the Government, to establish themselves in that area.
- (iii) That it will be the policy of the Government that land of high potential agricultural value now used for agricultural purposes shall not be permitted to be used for non-agricultural purposes unless there are special reasons to justify an exception in any particular case.
- (iv) That, apart from industries related to the life of rural communities and the countryside, any industries requiring new or extended accommodation will be accommodated in existing urban communities, including planned extensions of those communities, or in newly created and planned urban communities such as New Towns designated under the New Towns Act of 1946.
- (v) That such building development as may be permitted to be carried out will, except in urban communities including planned extensions or in properly designed new communities, be confined to building development which is in keeping with the character of the country village and the countryside and does not conflict with the life of the rural community.
- (vi) That the matter of compensation and betterment will be dealt with on some national or regional basis which will ensure that all land is used for the best purpose in the public interest regardless of the financial resources of the local government area in which it is situate.

ASSUMPTIONS APPLICABLE TO KENT.

- (vii) That some movement of industries from London into Kent will inevitably take place, whether or not positive action is taken by the Government and the local authorities concerned to secure that result; but that the extent of this movement so far as Kent is concerned will be sufficiently limited to enable all such industries to be accommodated in existing towns in the county and that the creation of an entirely new satellite town could not be justified on the basis of this need alone although for other reasons it might be desirable.

INTRODUCTORY

- (viii) That the population of the present administrative county may increase within the next thirty years by twenty-five per cent. over the estimated population in 1939, notwithstanding that the population of London and the Home Counties as a whole may tend to decrease rather than increase during that period.
- (ix) That in Kent none of the land in the four highest categories of potential agricultural fertility and productivity will be available for any non-agricultural purpose if any other land is available which is equally suitable for such purpose.

So far as physical planning of town and country is concerned, and apart from matters requiring consideration from a national point of view, there appeared, before the present planning legislation was placed before Parliament, to be two important matters which, if they were to be dealt with at all had to be dealt with upon a wider basis than the areas of the statutory joint town and country planning committees. These were major roads, which so far as Kent is concerned have been dealt with in the County Road Plan,¹ and areas which were considered to be of regional or national importance from an amenity point of view and which appeared to justify some special measure of protection. Suggestions as to areas which it is thought merit such treatment are put forward in Chapter V, which also contains some observations upon buildings of historic and architectural interest and upon landscape design.

It is hoped that the broad survey of existing conditions in Kent, including some indication of changes which have occurred in the last one hundred and fifty years, will form a background against which the more detailed surveys required to be carried out in connexion with town and country planning can be studied, as well as a picture of the physical, social and economic structure of the county which will assist those concerned with the exercise of major county functions. It should be pointed out that more comprehensive and detailed research will be necessary in connexion with the County Council's duty to make a survey under the new Town and Country Planning Act, but it is further hoped that the material in this volume, together with the detailed surveys since made on behalf of Joint Planning Committees and such earlier studies as those carried out by Sir Patrick Abercrombie in East Kent² and by Mr. W. R. Davidge in West Kent,³ will constitute a basis for the important planning and development operations which will have to be carried out by the County Council and the other local authorities in Kent under the new code.

¹ See Chapter IV.

² East Kent Regional Planning Scheme Preliminary Survey, 1925, and Final Report, 1928, prepared by Sir Patrick Abercrombie in collaboration with John Archibald.

³ Report on the Regional Planning of West Kent, 1927, by W. R. Davidge.

CHAPTER II.

THE COUNTY PLANNING SURVEY

ADMINISTRATION

Local Government

From the time of the neolithic dwelling pits, traces of which have been found on Dartford Heath, and the rock caves discovered at Oldbury Hill, between Seal and Ightham, to the era of the most recent activities of the speculative building developer, there has been unfolded in Kent the whole panorama of the development of rural and urban communities and of their administration.

The boundaries of the Jutish kingdom of Kent appear to have been substantially those of the present county, save in the north-western part where a portion of the ancient county is included in the County of London created at the end of the last century, and except in so far as the boundary between Kent and Sussex has varied as the result of changes in the course of the River Rother.

The "shire" organisation of Kent was created by Aethelstan about A.D. 840; the meeting place of the Shiremoot was on Penenden Heath in Maidstone, which town is to-day the seat of county government.

The present administrative county of Kent, excluding the Urban District of Penge, was created by the Local Government Act, 1888, Penge being transferred from the County of Surrey to Kent in 1901. The geographical county contains one county borough, the City of Canterbury.

There are at present fifty-six county districts in Kent, consisting of twenty-three municipal boroughs, fifteen urban districts, and eighteen rural districts, as follows:—

BOROUGHES	URBAN DISTRICTS	RURAL DISTRICTS
Beckenham	Ashford	Bridge-Blean
Bexley	Broadstairs and St. Peters	Cranbrook
Bromley	Chislehurst and Sidcup	Dartford
Chatham	Crayford	Dover
Dartford	Herne Bay	East Ashford
Deal	Northfleet	Eastry
Dover	Orpington	Elham
Erith	Penge	Hollingbourne
Faversham	Sevenoaks	Maidstone
Folkestone	Sheerness	Malling
Gillingham	Sittingbourne and Milton	Romney Marsh
Gravesend	Southborough	Sevenoaks
Hythe	Swanscombe	Sheppey
Lydd	Tonbridge	Strood
Maidstone	Whitstable	Swale
Margate		Tenterden
New Romney		Tonbridge
Queenborough		West Ashford
Ramsgate		
Rochester		
Sandwich		
Tenterden		
Tunbridge Wells		

The rural districts contain a total of 297 rural parishes.

Joint Planning Committees

In pursuance of the policy of the Government announced in July, 1942, that the preparation and revision of statutory planning schemes under the Town and Country Planning Acts should normally be undertaken by joint committees set up under section 3 of the Town and Country Planning Act, 1932, the County Council, the Canterbury County Borough Council and most of the County District Councils in Kent began early in 1943 to take steps with a view to such joint action being initiated where joint planning committees were not already in being. There had been in 1939 five such joint planning committees in Kent comprising twenty-four county district councils. By 1946, ten joint committees comprising all the county district councils and the City of Canterbury had been formed, with the Kent County Council as a constituent member of each joint committee; and in the case of one joint committee extending into Surrey, the Surrey County Council also a constituent member.

The administrative county, together with the City of Canterbury, was then divided into joint planning areas as follows:—

NAME OF JOINT PLANNING COMMITTEE	CONSTITUENT AUTHORITIES	AREA IN ACRES	ESTIMATED POPULATION 1939
Canterbury and District	Kent County Council, Canterbury County Borough Council, Herne Bay and Whitstable Urban District Councils, Bridge-Blean Rural District Council.	76,794	68,580
East Kent	Kent County Council, Deal, Dover, Folkestone, Hythe and Sandwich Borough Councils, Dover, Eastry ¹ and Elham Rural District Councils.	120,572	157,875
Thanet	Kent County Council, Margate and Ramsgate Borough Councils, Broadstairs & St. Peters Urban District Council, Eastry ¹ Rural District Council.	25,339	91,685
Maidstone and District	Kent County Council, Maidstone Borough Council, Hollingbourne, Maidstone and Malling Rural District Councils.	143,136	109,020
North Kent	Kent County Council, Dartford and Gravesend Borough Councils, Swanscombe and Northfleet Urban District Councils, Strood and Dartford Rural District Councils.	97,073	153,403
North-East Kent	Kent County Council, Chatham, Faversham, Gillingham, Queenborough and Rochester Borough Councils, Sheerness and Sittingbourne & Milton Urban District Councils, Sheppey and Swale Rural District Councils.	108,775	237,811
Sevenoaks and Godstone	Kent and Surrey County Councils, Sevenoaks Urban District Council, Godstone and Sevenoaks Rural District Councils.	119,582	76,506
South-East Kent	Kent County Council, Lydd, New Romney and Tenterden Borough Councils, Ashford Urban District Council, Cranbrook, East Ashford, Romney Marsh, Tenterden and West Ashford Rural District Councils.	229,254	71,190
Tonbridge and District	Kent County Council, Tunbridge Wells Borough Council, Southborough and Tonbridge Urban District Councils, Tonbridge Rural District Council.	54,078	77,369
West Kent	Kent County Council, Beckenham, Bexley, Bromley and Erith Borough Councils, Chislehurst & Sidcup, Crayford, Orpington and Penge Urban District Councils.	55,033	416,580

¹ Five parishes in the Eastry R.D. [Acol, Minster, Monkton, St. Nicholas-at-Wade and Sarre] were included in the Thanet Joint Planning Area; the remainder in the East Kent Joint Planning Area.

The County Council undertook to defray the whole cost of the staff of each joint committee and 50 per cent. of all other expenses; except that in the cases of the Canterbury and District and the Sevenoaks and Godstone Joint Planning Committees, the County Borough of Canterbury and the Surrey County Council, respectively, bore a proportion of that part of the cost which elsewhere in Kent was borne by the Kent County Council.¹

Education

Under the Education Act, 1944, the County Council is the Local Education Authority for the whole of the administrative county. For the purposes of the local administration of the statutory system of public education, the administrative county with the exception of four Boroughs, is partitioned into Divisions. The partitioning scheme defines the functions which the thirteen bodies thereby constituted, known as Divisional Executives, are authorised to exercise on behalf of the County Council. The four Boroughs, namely Beckenham, Bexley, Bromley and Gillingham, are known as excepted districts. Their Councils are the Divisional Executives for their respective Boroughs, and they are entitled to make their own schemes of divisional administration for the exercise in their Boroughs of some of the functions of the County Council. All schemes of administration, whether made by the Council of an excepted district or by the County Council, are submitted by the County Council to the Minister of Education, whose approval is required.

The areas of the Divisions contained in the scheme made by the County Council and their relation to the areas of the statutory Joint Planning Committees are shewn in the following table:—

NO. OF DIVISION	AREA OF DIVISION	RELATION TO JOINT PLANNING AREAS
1	Penge Urban District	Wholly within the West Kent Joint Planning Area.
2	Chislehurst and Sidcup Urban District Orpington Urban District	do.
3	Dartford Borough Erith Borough Crayford Urban District Dartford Rural District, part, comprising the rural parishes of Darenth, Eynsford, Farningham, Horton Kirby, Kingsdown, Lullingstone, Sutton-at-Hone, and Wilmington	The Borough of Dartford and the part of the Dartford Rural District specified within the North Kent Joint Planning Area (<i>see</i> Division No. 4). The Borough of Erith and the Urban District of Crayford in the West Kent Joint Planning Area.
4	Gravesend Borough Northfleet Urban District Swanscombe Urban District Dartford Rural District, part, comprising the rural parishes of Ash, Fawkham, Hartley, Longfield, Ridley, Southfleet and Stone. Strood Rural District, part, comprising the rural parishes of Cobham, Higham, Luddesdown, Meopham and Shorne	Wholly within the North Kent Joint Planning Area.
5	Tunbridge Wells Borough Sevenoaks Urban District Southborough Urban District Tonbridge Urban District Cranbrook Rural District Sevenoaks Rural District Tonbridge Rural District	Sevenoaks Urban District and Sevenoaks Rural District within the Sevenoaks and Godstone Joint Planning Area. Cranbrook Rural District in the South-East Kent Joint Planning Area (<i>see</i> Division No. 10). Tunbridge Wells Borough, Tonbridge Urban, Southborough Urban, and Tonbridge Rural Districts comprise the Tonbridge and District Joint Planning Area.

¹ See page 112 as to proposed decentralisation scheme under the new Act.

CHAPTER II

NO. OF DIVISION	AREA OF DIVISION	RELATION TO JOINT PLANNING AREAS
6	Maidstone Borough Hollingbourne Rural District Maidstone Rural District Malling Rural District	Identical with the Maidstone and District Joint Planning Area.
7	Chatham Borough Rochester Borough Strood Rural District, part, comprising the rural parishes of All Hallows, Cliffe, Cooling, Halling, High Halstow, Hoo, Isle of Grain, St. Mary Hoo and Stoke	Chatham and Rochester within the North-East Kent Joint Planning Area (see Division No. 8). The part of Strood Rural District specified within the North Kent Joint Planning Area.
8	Faversham Borough Queenborough Borough Sheerness Urban District Sittingbourne and Milton Urban District Sheppey Rural District Swale Rural District	Wholly within the North-East Kent Joint Planning Area.
9	Herne Bay Urban District Whitstable Urban District Bridge-Blean Rural District	Together with the City of Canterbury, comprising the area of the Canterbury and District Joint Planning Committee.
10	Lydd Borough New Romney Borough Tenterden Borough Ashford Urban District East Ashford Rural District Romney Marsh Rural District Tenterden Rural District West Ashford Rural District	Within the South-East Kent Joint Planning Area.
11	Folkestone Borough Hythe Borough Elham Rural District	Combined areas of Divisions No. 11 and 12 identical with the East Kent Joint Planning Area.
12	Deal Borough Dover Borough Sandwich Borough Dover Rural District Eastry Rural District, part, comprising the rural parishes of Ash, Eastry, Eythorne, Goodnestone, Nonington, Northbourne, Preston, Ripple, Sholden, Staple, Stourmouth, Sutton, Tilmanstone, Wingham, Woodnesborough and Worth	
13	Margate Borough Ramsgate Borough Broadstairs and St. Peters Urban District Eastry Rural District, part, comprising the rural parishes of Acol, Minster, Monkton, St. Nicholas-at-Wade and Sarre	Identical with the Thanet Joint Planning Area.

Roads

The Kent County Council has been, since 1929, the highway authority for all roads repairable by the inhabitants at large in rural districts and for all classified roads and a small

number of unclassified county roads in boroughs and urban districts. The Minister of Transport is the highway authority for trunk roads.

In a number of cases, however, borough and urban district councils with populations exceeding 20,000 have claimed the right under the Local Government Act, 1929, to exercise all functions in respect of certain classified roads. In these cases the County Council makes contributions towards the cost of improvement and maintenance of such highways.

Pending the coming into operation of the Town and Country Planning Act, 1947, the safeguarding of land for future highways and control over development of frontages to main roads and new accesses therefrom and thereto are being exercised under the Restriction of Ribbon Development Acts, 1935 and 1943. Such powers under the 1935 and 1943 Acts have applied to all roads which were classified roads on 17th May, 1935, together with a number of unclassified roads and certain roads which were classified since that date and in respect of which appropriate resolutions were passed and approved by the Minister of Transport.

The County Council has been the responsible authority for enforcing the restrictions under the Restriction of Ribbon Development Acts, except in the case of the "claimed roads" already referred to and of the majority of the restricted unclassified roads in boroughs and urban districts.

In future, the reservation of routes of new roads and the control of access and road frontages will be part of the planning and development control operations under the new general planning code¹. The road system is described in Chapter IV.

Advertisements Regulation

Under the Advertisement Regulation Acts, 1907 and 1925, the Kent County Council has on two occasions since 1912, in the interests of amenity, made byelaws regulating and preventing the exhibition of advertisements, and relating to all land (other than Crown land and certain lands belonging to railway companies and harbour, dock or canal undertakings) comprised in the rural districts and in the urban districts of Southborough and Swanscombe.

Urban districts having populations exceeding 10,000 and all boroughs have been bye-law making authorities for their districts and sixteen of these authorities in Kent made bye-laws in respect of the whole or part of their areas.

The Town and Country Planning Act, 1947, provides for the repeal of these powers and their replacement by an extended system of control¹.

Petroleum Filling Stations

The Petroleum (Consolidation) Act, 1928, enabled county councils and borough councils to make bye-laws regulating the appearance of or prohibiting the establishment of petroleum filling stations for the "purpose of preserving for the enjoyment of the public the amenities of any rural scenery or of any place of beauty or historic interest or of any public park or pleasure promenade or of any street or place which is of interest by reason of its picturesque character."

In 1934 the Kent County Council made bye-laws under the before-mentioned statutory provisions in respect of the greater part of the county, excluding boroughs. In a number of selected areas the establishment of any new petroleum filling station which would be visible to the public has under those bye-laws been prohibited without any liability for compensation and any such existing stations made capable of being eliminated subject to the payment of compensation. These existing stations, so long as they have been permitted to remain, have, together with existing and new stations in the remainder of the county, save certain excepted areas and in boroughs, been subject to the county bye-laws regulating their appearance. More than 600 existing filling stations have been subject to this control, which will in future be exercised as part of the general planning control¹.

Kent Rivers Catchment Board

CONSTITUTION OF CATCHMENT BOARD

The Kent Rivers Catchment Board was constituted in April, 1937, under the provisions of the Land Drainage Act, 1930, upon the amalgamation of the River Medway, the River Stour (Kent), the Romney and Denge Marsh Main Drains and the North Kent Rivers Catchment Areas into the Kent Rivers Catchment Area.

The Board is comprised of thirty-one members, one member being appointed by the Minister of Agriculture and Fisheries, twenty-two appointed by the County Councils situate

¹ See Appendix C.

within the Catchment Area (viz. nineteen Kent County Council, one East Sussex County Council, one Surrey County Council and one Canterbury County Borough Council), and eight appointed by the Minister to represent Internal Drainage Boards.

CATCHMENT AREA

The Catchment Area, which is statutorily defined, comprises 998,686 acres of land, 894,387 acres within the geographical County of Kent (including the County Borough of Canterbury) and 104,299 within the administrative Counties of East Sussex and Surrey. It has an almost unbroken coast line extending from Woolwich on the south bank of the River Thames coastwards to Jury's Gut (Rye Bay) Sussex, including the estuaries of the Rivers Thames (south bank), Medway, Swale and Stour, and long stretches of artificial coast defences including probably one of the earliest walls constructed in land drainage history, namely the Dymchurch Sea Wall.

There are 205·15 miles of frontages to the tidal rivers and the sea, of which 141·25 miles are protected by artificial defences. In addition, there are 469·55 miles of "main river."

For administrative purposes, the Catchment Area is divided into four sub-areas, viz. River Medway Area, North Kent Rivers Area, River Stour Area and the Romney Marsh Area. The lengths of sea defences and "main river" in each area are as follows:—

AREA	LENGTH OF FRONTAGES TO TIDAL RIVERS AND SEA	LENGTH OF TIDAL RIVERS AND SEA FRONTAGE PROTECTED BY ARTIFICIAL DEFENCE	LENGTH OF "MAIN RIVER"
	Miles	Miles	Miles
River Medway	124·00	87·50	161·40
North Kent Rivers ..	46·10	42·70	98·60
River Stour	14·65	2·80	126·55
Romney Marsh	20·40	8·25	83·00
	205·15	141·25	469·55

Within the Catchment Area there are also eight Internal Drainage Districts (or lowland areas) administered by Internal Drainage Boards who are responsible for the carrying out of works on the Internal Watercourses (i.e. tributary streams, subsidiary watercourses, etc.) within their respective districts, as follows:—

INTERNAL DRAINAGE BOARD	DATE OF CONSTITUTION	ACREAGE	LENGTH OF WATERCOURSES
		Acres	Miles
Commissioners of Sewers (Lombards Wall to Gravesend Bridge)	24th July, 1864	4,300	6½
Commissioners of Sewers (Gravesend Bridge to Sheerness)	20th November, 1860	8,576	27
Romney Marsh Level	26th September, 1934	24,442	66
Denge and Southbrooks	26th September, 1934	9,288	7
Level of New Romney	26th September, 1934	1,509	2
Lower Medway	6th July, 1934	36,154	117
Upper Medway	6th July, 1934	34,379	145
River Stour (Kent)	12th October, 1931 (re-constituted 13th May, 1938)	29,440	151
		148,088	521½

GENERAL POWERS OF CATCHMENT BOARD

The statutory powers exercised by the Catchment Board acting within the Catchment Area are:—

- (a) to maintain the existing works, that is to say, cleanse, repair or otherwise maintain in a due state of efficiency, any existing watercourse or drainage work;

- (b) to improve any existing works, that is to say, to deepen, widen, straighten or otherwise improve any existing watercourse or remove mill dams, weirs or other obstructions to watercourses, or to raise, widen or otherwise improve any existing drainage works;
- (c) to construct new works, that is to say, to make any new watercourse or drainage work or erect any machinery or do any other act required for the drainage of the area comprised within that district.

Where a Catchment Area abuts on to the sea or on to any estuary, the Catchment Board may also construct all such works and do all such things in the sea or in that estuary as may in their opinion be necessary to secure an adequate outfall for the "main river".

The Catchment Board is required also to exercise a general supervision with respect to the drainage of the Catchment Area, and may for the purpose of securing the efficient working and maintenance of existing drainage works within the Catchment Area and the construction of such new drainage works as may be necessary, give general or special directions for the guidance of the Internal Drainage Boards with respect to the exercise and performance by those Boards of their powers and duties as such.

In the Upper Medway Area, the Board has also succeeded to, and is now the Conservancy and Navigation Authority for, the River Medway, extending (approximately) from Maidstone to Forest Row.

Having regard to its geographical position, and to its long lengths of tidal estuary and sea defences, the Kent Rivers Catchment Board of necessity has to undertake considerable improvement and maintenance works on these defences, which are not only essential for the protection of considerable lowland areas, but are equally necessary and essential for securing the adequate outfalls of the "main rivers" without which an efficient drainage system could not be secured and into which, in many cases, the surface water system of large urban areas often discharges.

The Board also undertakes considerable "main river" improvement and maintenance works throughout its area, to provide and maintain an efficient drainage system for the Catchment Area. In this respect, it is of interest to note that "drainage" includes "defence against water (including defence against sea water), irrigation, conservation, warping and the supply of water"—all matters of vital importance to agricultural and food production interests.

Furthermore, the proper and effective control of the "main rivers" is a matter of primary importance in relation to flood prevention with its consequential issues affecting other county interests such as roads, railways, health, etc.

BYE-LAWS

The Catchment Board is empowered to make Bye-laws for securing the efficient working and regulation of the drainage system of the Catchment Area. Such codes of Bye-laws have been made by the Board and provide for a wide range of purposes relative to the sea defences and "main rivers" under the Board's jurisdiction. The codes incorporate the Bye-laws applicable to the Upper Medway Navigation and Conservancy.

PLANNING AND DRAINAGE

From the foregoing, it will be seen that the question of sea defence and drainage are closely linked to the question of planning; particularly is this so in regard to water resources, housing and industrial development, building in lowland areas and areas liable to flood, foul water and storm water discharges into "main rivers" and sewerage effluent control, port and harbour construction and development of riverside frontages, surface working of minerals either adjacent to "main rivers" or likely to affect land drainage, and protection of lowland areas from inundation by the sea. Close liaison exists between the local planning authorities and the Board on all such matters.

Regional Administration of the Central Government

The Central Government has set up a regional organisation dividing England and Wales into eleven Regions. In each of these Regions many Government Departments are represented by administrative and technical officers with whom local authorities are able to consult easily and informally on all aspects of their work.

Two Regions include parts of Kent, the Greater London Region which extends from London to include Gravesend in the east and Sevenoaks in the south, and the South Eastern Region, with headquarters in Tunbridge Wells, incorporating the rest of the County.

The Ministries most closely connected with planning which have regional organisations are:—

MINISTRY OF TOWN AND COUNTRY PLANNING. The staff in each Region, except in London where slightly different arrangements are in force, includes a Regional Controller who is an administrative officer, a Regional Planning Officer concerned with technical planning problems arising in the Region, a Research Officer responsible for collecting and interpreting information on the regional resources and an Estate Officer to advise on local authorities' planning proposals from the point of view of good estate management.

MINISTRY OF AGRICULTURE AND FISHERIES. In each Region, Rural Land Utilisation Officers have been appointed to give expert advice on the agricultural aspects of planning.

MINISTRY OF TRANSPORT. A Divisional Road Engineer represents the Ministry in each Region and may be consulted in regard to all road planning matters.

MINISTRY OF HEALTH. This Department is concerned with local government, housing, sewerage and sewage disposal, water supply, coast erosion and all public health services. Most of these matters are dealt with by the central administration, the Regional Officers being primarily concerned with housing.

PHYSICAL FEATURES

Topography

Broadly speaking the County of Kent can be described topographically under three main headings: the North Downs, the Weald, and the Marshes, each of which are continuations of the features found in the neighbouring counties of Surrey and Sussex. Camden, writing of Kent in 1586 said: "The inhabitants distinguish it as it lieth south-eastward from the Tamis into three plots or sections; the upper whereof lying upon Tamis they say is healthfull but not so wealthy" (chalk); "the middle they account both healthfull and plentiful" (ragstone); "the lower they hold to be wealthy but not healthy" (marshes on the seaboard). These three main areas run from west to east, the two first mentioned being divided by the North Downs which extend from the Kent-Surrey boundary through the entire length of Kent to Folkestone and Dover.

An unusual feature is the fact that the main rivers such as the Cray, Darent, Medway and Stour take their courses at right-angles to the general run of the land. The reason for this can best be explained by taking a cross-section at random through East Sussex and the western part of Kent to examine the geological formations. The order of the formations is chalk, greensand, clay, Hastings beds, clay, greensand and chalk; that is the same order from the centre line of Hastings beds in a northerly or southerly direction. From the angle of the formations it is surmised that the height of the land above sea-level was much greater centuries ago than it is to-day and that softer formations such as the Weald clay formed a continuous strata over the Hastings beds. Weathering action of frost and rain gradually reduced the height of the softer formations and finally produced bared ridges of chalk and greensand with the rivers cutting their way through to the Thames or the sea.

Taking the main topographical features separately, the North Downs take pride of place both on account of their extent and prominence. The summit of this "backbone of Kent" rarely falls below 600 ft. above sea level until the Wye valley is encountered; the highest points near Tatsfield on the Surrey boundary being over 800 ft. high. The main difference between the North Downs of Kent and the South Downs of Sussex is indicated by the vegetation, the North Downs being well wooded due to the deposits of flints and absence of loams, whereas the South Downs have sufficient covering of loam to allow grassland or sheep walks. Among the many varieties of trees found on the North Downs mention should be made of the fine specimens of beech which grow on the more westerly section of the Kent ridge; this section includes the Darent Valley which, from the Holmsdale valley almost to its junction with the Thames, is of considerable beauty. The southern face of the North Downs forms a

comparatively sharp escarpment when considered in relation to their northern slopes. From the Wye valley to the coast the North Downs tend to slope gently in a north-easterly direction, the combination of the chalk and rich loam deposits making a very fertile stretch of land in the direction of Thanet.

The Weald proper does not commence immediately south of the North Downs as there is a subsidiary range of hills just south of Maidstone. From this secondary line of hills the Weald plain extends over the southern part of the County, stretching westward from Ashford and into Sussex. The soil, being on a foundation of clay, is somewhat heavier and colder, resulting in marked change in the vegetation. The northern area of the Weald in the vicinity of Maidstone has a high degree of fertility abounding in hop gardens and orchards, but lower in the plain there is much woodland with oaks and ash predominating.

The Romney Marshes need little introduction as the quality of this rich alluvial land for grazing purpose is reflected in the international renown of the sheep reared in this district. The whole of the Romney Marshes is covered by an elaborate system of dykes or sewers, on the careful control of which depends the agricultural value of the land. As the level of the marshes is very little above sea level, penstocks are required to maintain a desirable fresh water table and sea walls prevent the area from being ruined by sea-water saturation.

An important topographical feature of Kent which must be mentioned is its extensive seaboard of about one hundred miles. The seaboard has a great variety of character ranging from sand in areas such as Pegwell Bay and Dymchurch, to shingle at Deal, Folkestone, Herne Bay and Whitstable, and the famous chalk cliffs at Dover, together with combinations of these characteristics found in Thanet and elsewhere.

Geology

A study of the geology of a region has always been of fundamental importance in the preparation of regional plans, but until the development of detailed soil surveys by the Land Utilisation Survey of Britain and the Ministry of Agriculture and Fisheries, geological maps could be somewhat misleading to the planner. Nevertheless the geological structure of Kent has necessarily been the most important factor in the surface utilisation of the land, and in the East Kent Coalfield has had, of course, a more far-reaching influence. Its importance has been great in relation to the cement and other surface mineral working industries, and the manufacture of paper.

Taking the various rock formations in Kent in their correct stratigraphical sequence reference should first be made to the deep-seated rocks of the Primary and early Secondary divisions. Many valuable contributions were made to the geological data of the British Isles when, as a result of the deep borings in East Kent, the carboniferous rock system was discovered. It is of interest to note that the original discovery of coal was an indirect result of an abandoned project unconnected with the winning of minerals. In the last decade of the 19th century it was decided not to proceed with the proposed Channel Tunnel but the company concerned was prevailed upon to use the accumulation of plant to bore for coal and a seam was struck 1,180 ft. below the surface. By another chance it was discovered that iron ore was present at a depth of about 600 ft.

Unfortunately the early boring operations produced insufficient data upon the secondary rocks which lie above the coal. As the vast water beds, which occur between the chalk and the coal seams, have proved one of the most serious handicaps to the winning of coal, more detailed research in defining the strata encountered might have been of great commercial value. The coalfield appears to form a syncline or basin which is the western extremity of an anticline or ridge extending roughly north and south beneath the Straits of Dover. The western limit of the carboniferous system was approximately defined as a result of a subsequent boring at Brabourne where the Devonian series, which lie beneath the coal stratum, was discovered at a depth of approximately 2,000 ft.

The outstanding factor in the arrangement of the out-cropping strata is the gentle northward slope or "dip" of the various beds, the older rocks being seen in the southerly parts of the county, each formation sinking northward until covered by the next overlying stratum. This arrangement does not, of course, apply to the recent deposits of gravel and clay or to the "drift" which are mentioned later. To obtain a clear picture of the whole structure it is necessary to appreciate the arrangement of the stratum in Sussex where the "dip" reverses

to a southerly direction. The great arch of strata, thus indicated, known as the "Wealden Anticline" has since been severely laid bare, as is evident in the plains of Weald Clay. Deep borings have proved that, for a long period preceding the formation of the rocks now exposed in the Weald Plain, this district was submerged beneath the sea. When the sea was displaced, either by an elevation of land or as a result of infilling, the area began to receive silt brought down by the rivers.

Evidence of this is to be found in the south-westerly part of the county where the Hastings Beds occur and the whole Wealden Plain, both in Kent and Sussex, has a rim round it of sandy rock. The rocks which comprise this rim are of the Upper and Lower Greensand series, in many instances forming an escarpment to the Weald and particularly evident on the Kent-Surrey border. Leith Hill in Surrey and Hanging Bank, Ide Hill in Kent are both examples of this rim. Immediately north of the Greensand series in Kent comes the Gault valley which in turn has as its northern limit a further escarpment comprised of chalk.

Of all the formations, none needs less introduction than the chalk, having regard to the place occupied by the North Downs and the cliffs in the Straits of Dover in the topography of Kent. Besides its contribution to the outstanding physical features of the county, the chalk formation is of major importance as a water-bearing stratum, being of such a porous nature that huge underground reservoirs, often 200 to 300 ft. down, are available for water supply. Furthermore, its use as a raw material for the manufacture of whiting and cement has been responsible for much industrial activity in the Medway valley and Thameside area west of Gravesend.

The more recent deposits include the Thanet, Woolwich and Reading, Blackheath and Lenham Beds, each of which are a combination of sand and clay with an admixture of flint pebbles, with the exception of the Lenham series which comprise sand and ironstone. The first-mentioned are mainly the result of sedimentation of the River Thames when its flow was much more extensive than it is to-day, and the Lenham Beds are probably the last of the marine deposits in Kent. The remaining recent deposit to be referred to consists of alluvium which has washed down the Thames, Medway and Stour Valleys, and over the extensive area known as the Romney Marshes and parts of the Isle of Thanet.

The geological drift in Kent consists of valley gravel and brickearth and clay-with-flints. The gravel and brickearth occurs mainly in vicinity of the rivers such as the Thames, Medway, Swale, Stour, Darent and Cray, together with their tributaries, the gravel being worked for ballast and the brickearth for brickmaking, besides forming a remarkable fruit growing soil when combined with the underlying strata.

The clay-with-flints forms a shallow irregular pattern over the northern slopes of the chalk downs and is believed to represent the insoluble matter remaining from the gradual decay and lowering of the chalk under the action of surface waters.

There are no deposits in Kent which can be directly attributed to the agencies of the Glacial Period, it being estimated that the great ice-sheet reached its southernmost boundary at the estuary of the Thames. It is thought probable, however, that, owing to alternate freezing and thawing with resultant floods, the denudation rapidly cut into the Kentish hills sending turbulent waters along the valleys with considerable erosive action.

Fertility of Land

The study of the potential fertility of land, based upon detailed examination of soils and sub-soils, is a comparatively new science, although much work in connexion with the classification of soils has been carried out during the present century in the United States and certain European countries.

It became apparent to the Royal Commission on the Geographical Distribution of the Industrial Population, which was set up in 1938, that information upon the comparative fertility of land was essential to a proper consideration of the problem of the location of industry if the unnecessary destruction of agricultural land of high potential quality was to be avoided. At the suggestion of Sir Montague Barlow, the Chairman of the Commission, a provisional Land Fertility Map of Britain was prepared by the Land Utilisation Survey of Britain, the Director of which was Dr. L. Dudley Stamp.

Subsequently a more detailed investigation was carried out by the Survey with the aid of a grant from the Research Fund of the University of London. The results of this investigation were published in 1941.¹ Dr. Dudley Stamp's "National Scheme of Land Classification" has appeared in slightly different forms since it appeared in that publication. The following classification is that which is used in Professor Abercrombie's "Greater London Plan, 1944," which contains a chapter on Land Classification and Agriculture contributed by Dr. Stamp:—

GROUP I. GOOD QUALITY LAND

CATEGORY 1.—First Class Land with deep soils, well drained, mostly fine silts, loams, loamy clays and not too stoney. This is land capable of intensive arable cultivation especially for the production of market garden crops. The land is level or gently undulating, the soils easily workable at all seasons, warm and early, capable of retaining moisture and fertilisers but usually of high natural fertility. Such land occupies less than 5 per cent. of England and Wales (only about 1,685,000 acres) and so is naturally very precious. To it belong . . . the threatened market garden and fruit belt of North Kent.

CATEGORY 2.—Good General Purpose Farmland usually suitable for arable cultivation with a wide range of crops. The large rolling areas are possible for mechanised cultivation and both soil and climatic conditions favour ripening of crops.

CATEGORY 3.—First Class Land but differing from Category 1 in liability to flood or to a high water table which renders it more suitable for grass than for arable cultivation. By large scale drainage it is convertible to No. 1, but otherwise affords very good grazing when properly managed. The richer of the Thameside Marshes belong to this category.

CATEGORY 4.—Good but Heavy Land. This is usually on clay and although the soils are often naturally fertile they are heavy, cold, and difficult to work when too wet or too dry. The better drained London Clay lands belong to this category and though ploughed and cropped in the past and during the war, were usually under grass in the 1919-1939 period. The range of crops is restricted and though not to be despised these lands are less important than Categories 1 to 3.

GROUP II. MEDIUM QUALITY LAND

CATEGORY 5.—This is the Medium Quality Light Land where the soils are usually thin, light and calcareous. When too shallow to plough it includes the sheep pastures of the chalk down; when deep enough to plough the soils include the light arable—sheep, turnip and barley lands of the chalk. On the chalk lands there is rarely any surface water.

CATEGORY 6.—Medium Quality General Purpose Farmland. This is land productive under crops and grass but which by reason of slope, climate, or soil is not first class. When such land is studied in detail it is usually possible to pick out small patches which are good, sometimes very good, other parts medium, other parts poor. This is important in the detailed planning of urban extension. This mixed character is especially true of the Chilterns and North Downs.

GROUP III. POOR QUALITY LAND

CATEGORY 7.—Poor Quality Heavy Land. This is land with very heavy intractable soils or low-lying and difficult to drain.

CATEGORY 8.—Poor Quality Mountain Land.

CATEGORY 9.—Poor Quality Light Land. The lowland heaths of Surrey, for example, have very light, sandy or gravelly soils which are too "hungry" for cultivation and which, when under grass, dry up too easily and cause the grass to go brown. Many of the open spaces of the Greater London area are land of this type.

CATEGORY 10.—Poorest Land. Saltings, rough marsh pasture, shingle, etc., are included here.

¹ "Fertility, Productivity and Classification of Land in Great Britain," Geographical Publications, Ltd., London, 1941.

The river catchment areas in the county form three main groups, the chief rivers in each case flowing through gaps in the North Downs. These groups are:—

- (a) The Darent, and its tributary, the Cray, discharging into the Thames at Dartford Creek.
- (b) The Medway, and its tributaries, the Eden, Teise and Beult, discharging into the Thames Estuary at Sheerness.
- (c) The Great Stour, and its tributary, the Little Stour, discharging into the sea at Pegwell Bay, south of Ramsgate.

Land liable to Flooding

An appreciable area of the county is low-lying and subject to flooding to such an extent that if building development were proposed in those areas special consideration would have to be given as to whether such development should be permitted. These conditions exist along the southern bank of the Thames and Swale, including the low-lying areas of the Isle of Grain and the Isle of Sheppey, in the marshes around the Isle of Thanet, on the low-lying land in the Yalding area south-west of Maidstone, and in many instances in the river valleys.

The question arises as to whether parts of Romney Marsh ought to be classified as areas in which proposals for building development would require special consideration from the flooding point of view. In the opinion of the Engineers to the Kent Rivers Catchment Board and the Rother and Jury's Gut Catchment Board the facts do not justify treating this area as subject to flooding to such an extent as would bring it within that category.

It has been said that dwelling-houses should not be built on sites where the level of sub-soil water rises to within 10 ft. of the surface of the site. Nevertheless, many sites can be found in areas such as Romney Marsh where it would be wrong to say that, merely because at certain periods of the year sub-soil water does rise above this level, the site is necessarily an unhealthy one or entirely unsuitable for building.

Waterways

The River Thames, which forms the northern boundary of Kent and below Gravesend widens out into the estuary, is navigable by ocean-going vessels along the entire length of that boundary.

Apart from the Thames, which includes the "River" Swale, the Medway is the most important of Kent's navigable waterways. It is navigable for a distance of more than forty miles from its junction with the Thames at Sheerness to Tonbridge. Craft of 80 ft. in length carrying up to 120 tons can traverse the entire navigable length of the river. Sea-going vessels up to 6,000 tons can be accommodated as far as Rochester Bridge.

The Darent is navigable for a distance of about two and three-quarter miles from its junction with the Thames to Dartford and a short branch of the Cray is navigable for three-quarters of a mile from its junction with the Darent to Crayford Mill.

The Stour is tidal from Fordwich, two miles north-east of Canterbury, from which point it flows in a north-easterly direction towards Pegwell Bay, south of Ramsgate, and turns south to Sandwich and north again to Richborough before discharging into the Bay at Sandwich Haven. From Sandwich Haven the river is navigable by vessels up to 650 tons for about a mile to Richborough and by vessels of 300 tons for a further three miles to Sandwich. Although formerly the river was navigable to Fordwich, only pleasure craft now use the river above Sandwich.

GROWTH AND CHARACTERISTICS OF COMMUNITIES

General

A detailed survey of the structure of and existing conditions in urban and rural communities in Kent would be out of place in this broad picture of the county. In most areas such detailed surveys have been carried out by the staffs of joint planning committees or other local planning authorities.

Four special studies have, however, been made as part of the County Planning Survey; of the distribution of population, predominant characteristics of urban communities, shopping centres of rural communities, and distribution of industry in rural areas.

It is felt that, before dealing with these studies of important contemporary conditions, some reference to conditions in Kent before the Industrial Revolution had materially affected the county and again at the beginning of the present century could usefully be made to provide a background and some indication of tendencies.

The Early Nineteenth Century

Kent at the beginning of the nineteenth century was primarily an agricultural county with small cottage industries of a rural nature such as the making of sacking and hop bags. Certain industrial centres existed, but a study of the economy of the county in the eighteenth century is mainly a study of agriculture and such activities as chalk and stone quarrying, lime burning, brickmaking and flint digging. Owing to its advantageous position much trade was carried out with the continent from the various ports; a number of the coastal towns carried on thriving fishing industries.

Industry was largely discouraged by the state of the roads, of which some were good but most very bad. Thus it was that most of the industrial activity was to be found near to the Thames where water transport to London and the continent was readily available. There were extensive naval dockyards at Chatham and Sheerness and the making of rope and yarn was carried out here and in the Cinque Ports. Salt works were to be found at Stonar and the Isle of Grain and copperas works at Whitstable and Deptford. Paper-making was carried on at Maidstone, Deptford, Eynsford, Crayford, Boxley, Ightham, St. Mary Cray and St. Paul's Cray. Printing was a trade carried out on small presses up and down the county. Fulling had by 1800 ceased to be an industry of any importance, but the making of pottery, bricks, tiles and other earth products was widespread as a local small industry. There were a number of important breweries in the county.

By 1800 the Wealden iron industry had ceased to exist owing largely to competition by Swedish ironmasters, but small iron and engineering industries were in being at Dartford and Rochester. Coal was brought from Newcastle and Sunderland by sea while faggots and cordwood from the forests provided a plentiful supply of timber fuel. Textiles were also amongst the industries of the county, there being small woollen mills at Maidstone and calico and linen bleaching and printing works at Crayford. At Canterbury the silk industry was rapidly being replaced by cotton spinning. At Tunbridge Wells toys and fancy articles were manufactured of various kinds of wood under the description of "Tunbridge Ware." Dartford was the home of a small gunpowder "manufactory," another was situate near Tonbridge, but the most important Kentish centre for this industry was located at Faversham.

The Early Twentieth Century

The general picture presented by the county before the outbreak of war in 1914 shows little evidence of change during the previous hundred years in so far as the nature of its industries is concerned. An increase of population density particularly near London is apparent, but the Industrial Revolution had brought no expansion of industry to Kent. It brought instead a period of depression caused by the inability of the small Kentish undertakings to compete with the larger factories of the Midlands. These troubles had however begun to settle down by 1900 and industrial areas of Kent had started to take a shape associated with the natural resources of the county.

The discovery of coal and iron resulted in some industrial development in the eastern part of the county. The suburban spread of London had not yet got into its stride, but the Thameside industrial areas associated with the development of the cement and paper industries were tending to merge into a continuous strip of industrial development stretching from Erith to Gravesend and along the Medway from Gillingham to Maidstone.

Since the advent of the railways the communications in the county had steadily improved. The main roads were now generally in very good condition throughout the county. The principal Kentish industry continued to be agriculture of which a new branch, "poultry farming," had become established in a number of areas. A marked tendency towards the specialisation of the present day had become apparent, and not unnaturally areas tended to concentrate upon those commodities for which they had become noted. In the coastal belt fishing had become an industry of considerable proportions probably owing to the fact that increased industrial prosperity was creating a demand for a more varied diet, and increased facility of transport was enabling this demand to be satisfied.

Industrial prosperity and improved communications had increased the appeal of the seaside holiday and the resort towns of the county were mostly engaged at this time in considerable undertakings to extend their resort facilities by the provision of bathing establishments, piers, promenades, gardens, hotels and boarding houses. Dover and Folkestone were busy ports dealing with a substantial proportion of traffic to and from the Continent. Telegraphic and postal services for the Continent were centred upon Dover. The Naval stations at Chatham, Sheerness and Dover were active.

The engineering works of the county were mainly situated in the north-west Kent area, but there were small undertakings in nearly every principal town including, in particular, the manufacture and repair of agricultural machines. The main exception to this generalisation was the town of Ashford which had extensive engineering works belonging to the South-Eastern and Chatham Railway Company employing a large percentage of the industrial population. A thriving paper-making industry had developed at various centres. The paper mills in the north-west and mid-Kent provided London with much of its newsprint and commercial stationery, while smaller mills in almost every part of the county catered for local needs and for the supply of writing and drawing papers of special quality and international reputation. A marked increase in the number of breweries and malthouses had taken place. The brewery companies were beginning to acquire considerable hop gardens, which led to a reduction in the amount of hops sent to London, an increasing amount being used locally. Quarrying and brick-making was carried on in various areas mainly for local purposes. The cottage industries of hat, basket and hurdle making were still to be found in all the rural areas while the streams still operated mills for corn grinding, oil cake making and the working of malleable iron.

Shopping facilities throughout the County were superior to those normally prevailing in England, the majority of villages having their own shops, but access to the larger shopping centres was difficult for many parts of East Kent, in particular the Romney Marsh area. The chief market centres were Maidstone, Canterbury and Ashford. There was relatively little real poverty in the Kentish towns in contrast to the towns of the North. The predominant characteristic of the County at the beginning of the present century was a well-balanced economy probably not to be found in the same degree in any other county in England.

The Present Position

The conditions of the present day, consequential upon the social, economic and mechanical developments which began in the war of 1914-1919 and are still unresolved, are complex, and it is difficult to give a general picture of the county in 1947.

The changes which have been taking place between the two world wars and since have affected all parts of the county. The rapid extension of dormitory suburbs in north-west Kent following electrification of the railways, the developments initiated by the extensive use of the cheap motor-car and the motor-coach, and the decline of the agricultural industry are of course well-known.

There are, however, some contemporary conditions and factors which can be examined with advantage and, as already stated, certain special studies have been carried out. These will now be described.

Distribution of Population

Unfortunately the last year for which uniformly reliable estimates of the population are available throughout Kent is 1935.

The estimated population of the administrative county in that year was 1,330,550, and the area of Kent being 971,288 acres, the average density was thus slightly over $1\frac{1}{3}$ persons per acre. Taking the widely-accepted figure of 3.5 persons per family, there were on the average over $2\frac{1}{2}$ acres per family.

The distribution of the population may be summarised by saying that the greater part is located in three comparatively densely inhabited urban areas ; the North-West Kent suburban and Thameside area, the Medway Towns in Mid-Kent and the Thanet towns in the neighbourhood of the North Foreland. These areas together contain over half the total population of the county in less than one-eighth of the total area.

Other densely populated districts are Deal, Dover, Folkestone, Herne Bay, Maidstone, Sittingbourne, Sheerness, Tonbridge, Tunbridge Wells, and Whitstable ; and to a lesser extent Ashford, Canterbury, Faversham and Sevenoaks.

On a basis of wards as units of area, which basis like any other which could be chosen necessarily gives an inaccurate picture, the only pockets with densities exceeding 40 persons, or say 11 families per acre, are in Chatham, Dartford, Dover, Folkestone, Gillingham, Herne Bay, Margate, Ramsgate and Whitstable, though there are undoubtedly many other smaller areas where the density exceeds this figure.

The distribution of the rural population forms a definite pattern, comparatively high densities of 250–500 persons per square mile being common in the western and eastern “thirds” of the county, while the average densities in Mid-Kent rarely reach the lower figure. Kent has the distinction of containing a Borough (Lydd) in which the average density is over 4 acres per person.

The estimated population in 1935 of each urban community in Kent will be found in the table on pages 21 and 22.

Characteristics of Urban Communities

For the purposes of this Survey only urban communities having a population of more than 10,000 persons have been taken into account. These urban communities have been classified as possessing as predominant characteristics one or more of the following :—

1. Dormitory.
2. Residential (other than dormitory).
3. Industrial (excluding service industries and commercial undertakings).
4. Market (agricultural).
5. Fishing.
6. Resort.
7. Military (including naval and air establishments).
8. Port.

The influence of London is of course well marked in the north-west corner of the county. This influence extends to Sevenoaks and in a lesser degree as far as Tunbridge Wells and Malling. The only towns, however, which are primarily dormitory in character are Penge, Beckenham, Bromley, Chislehurst and Sidcup, and Bexley. In the case of Erith, Crayford, Dartford, Orpington and Sevenoaks, while these are to a certain extent dormitory in character this characteristic is of secondary importance only.

Few towns are primarily industrial; Crayford, Dartford, Erith, Northfleet, Rochester, Gillingham, Sittingbourne and Faversham being the only examples. Ashford, Chislehurst and Sidcup, Dover, Gravesend, Maidstone and Tonbridge also possess important industries, but in their case the industrial characteristic does not predominate over their other characteristics.

The coastal towns of Herne Bay, Margate, Broadstairs, Ramsgate, Deal and Folkestone are primarily resorts. Dover, Tunbridge Wells and Whitstable are also resorts but to a lesser extent; Dover is primarily a port and Tunbridge Wells and Whitstable are primarily residential towns.

Chatham and Sheerness are primarily military towns: other towns having important military establishments are Deal, Dover, Folkestone and Gillingham.

As would be expected, Kent possesses a high proportion of agricultural market towns. These are geographically well situated, Ashford and Canterbury serving East Kent, and Maidstone and Tonbridge serving Mid-Kent. Sevenoaks, Rochester, Faversham and Sittingbourne also possess important markets.

There are no less than nine ports in Kent—Gravesend, Rochester, Chatham, Gillingham, Sheerness, Faversham, Ramsgate, Dover and Folkestone. Canterbury, incidentally the only county borough, and Rochester are the only two cities in the county.

Maidstone and Tunbridge Wells are becoming increasingly important administrative centres.

THE COUNTY PLANNING SURVEY

The results of the survey are summarised in the following table,¹ the characteristics mentioned being listed in the approximate order of their importance.

NAME OF TOWN	ESTIMATED POPULATION 1935	PREDOMINANT CHARACTERISTICS
ASHFORD	22,560	Agricultural Market Industrial Residential
BECKENHAM	67,680	Dormitory Residential
BEXLEY	65,590	Dormitory Residential
BROADSTAIRS AND ST. PETERS	13,080	Resort Residential
BROMLEY	55,650	Dormitory Residential
CHATHAM	44,600	Military Residential Port
CHISLEHURST AND SIDCUP	50,190	Dormitory Residential Industrial
CRAYFORD	21,000	Industrial Dormitory
DARTFORD	31,440	Industrial Dormitory
DEAL	21,000	Resort Residential Military Fishing
DOVER	41,360	Port Military Industrial Resort Residential
ERITH	35,010	Industrial Dormitory Residential
FAVERSHAM	12,860	Industrial Agricultural Market Port Residential
FOLKESTONE	46,570	Resort Residential Military Port Fishing
GILLINGHAM	61,960	Industrial Military Residential Port
GRAVESEND	39,980	Port Residential Industrial
HERNE BAY	17,630	Resort Residential

¹ The table relates to the administrative county; the predominant characteristics of Canterbury, apart from its special ecclesiastical character, are Agricultural Market and Residential.

CHAPTER II

NAME OF TOWN	ESTIMATED POPULATION 1935	PREDOMINANT CHARACTERISTICS
MAIDSTONE	46,720	Agricultural Market Industrial Residential
MARGATE	41,630	Resort Residential
NORTHFLEET	17,660	Industrial Residential
ORPINGTON	34,560	Residential Dormitory
PENGE	26,580	Dormitory Residential
RAMSGATE	34,440	Resort Residential Port
ROCHESTER	39,940	Industrial Residential Port Agricultural Market
SEVENOAKS	12,240	Residential Dormitory Agricultural Market
SHEERNESS	16,270	Military Port Resort Residential
SITTINGBOURNE	20,480	Industrial Agricultural Market Residential
TONBRIDGE	17,500	Agricultural Market Industrial Residential
TUNBRIDGE WELLS	35,870	Residential Resort
WHITSTABLE	14,930	Residential Resort Fishing

Rural Communities

A hundred and fifty years ago Kent was essentially a county of villages, and still possesses many excellent examples of the traditional English village. The village greens, churches, inns and diverse types of cottages, intimately mixed with shops serving the daily needs of the villagers, present familiar pictures in infinite variety. Fortunately, in spite of modern progress, many of the old villages to this day retain their old-world charm. One does not have to seek far for the reason. The old villages in Kent, as in other parts of England, have largely remained untouched by modern industrialism, although the country as a whole paid a heavy price for this before the war in the decline of agriculture, the drift from the land and the consequent overgrowth of the towns.

During the last 150 years the regular village pattern has remained practically unchanged. Completely new villages have certainly appeared, as, for instance, at Aylesham in the coalfield area, and new settlements have established themselves in the country areas, as witness Kingsdown on the London to Maidstone road. Such new settlements have been comparatively rare and expansion has largely taken place around and between the old towns. In north-west Kent, however, where vestiges of the village pattern were clearly visible as recently as forty years ago, the area is almost completely merged into the suburban sprawl of outer London. Where 150 years ago were open fields and small villages now stand the substantial towns of

Penge, Beckenham, Bromley, Orpington, Chislehurst and Sidcup, Bexley, Erith, Crayford, Dartford, Northfleet and Gravesend. Bexley, for instance, a village of 3,000 inhabitants less than 120 years ago, extended and grew into a township of 12,910 inhabitants by 1901 and subsequently developed by rapid strides until it reached a population of 81,039 in 1937.

A study of the sphere of influence of the larger towns on the surrounding rural areas in Kent is most interesting. With the assistance of rural district councils and parish councils, an investigation into the shopping habits of the inhabitants of rural communities was carried out. This survey was limited to villages and no attempt was made to investigate the sphere of influence of towns upon one another.

An analysis of the information obtained revealed that Canterbury and Maidstone, and to a lesser degree, Ashford, were particularly outstanding as shopping centres. In many instances villagers travelled as much as fourteen miles to one or other of these towns to do their major shopping.

Coastal towns apparently attract few villagers to their towns for shopping purposes, and even where villages are nearer to such towns than they are to Canterbury or Ashford the villagers apparently favour the inland town.

Many factors, in addition to the shopping attractions possessed by Canterbury, Maidstone and Ashford, have undoubtedly influenced the villagers in their choice; good rail and bus facilities come to mind as the most obvious. Less obvious perhaps is the remarkable vitality of habits handed down from one generation to the next.

Industries in Rural Areas

Reference has been made to the industrial character of certain towns in the county. It would obviously be inappropriate in a broad county survey of this kind to examine in detail industrial conditions in towns, but it was decided to carry out a preliminary study of surface mineral workings and industries in rural areas.

Although Kent is primarily an agricultural county, it possesses as already pointed out extensive areas containing mineral deposits of commercial value, coal, chalk, stone, sand, gravel and brickearth, and it is from these that much of Kent's industry is derived.

The East Kent Coalfield comprises an area of about 190 square miles, stretching along the coast from Sandwich to Dover and extending to a depth inland of about twelve miles to east of Canterbury. At the present time there are only four collieries, namely, Chislet, Snowdown, Tilmanstone and Betteshanger. Coalmining in Kent is a recently established industry. Although coal was first raised in commercial quantities from the Snowdown colliery in 1913 it was not until about ten years later that the industry can be said to have become firmly established. The Ministry of Fuel and Power has issued a Regional Survey Report on the Kent Coalfield in which it is stated that "the growth of the field is assumed" and that "the reserves are estimated at 1,000 million to 3,000 million tons".

Kent's relationship to the Continent has already been mentioned. It is also intimately related to the metropolis of London. It is obvious that a ready market for coal exists close at hand and that expansion of the industry is to be expected. In planning for the future of East Kent with an expanded coalmining industry, it should be borne in mind that the natural beauty of East Kent could be ruined if substantial expansion of the coalmining industry was not accompanied by the exercise of proper planning control.

Chalk extraction is concentrated mainly in the Dartford-Swanscombe-Northfleet area of Thameside and in the Snodland area of the Lower Medway. Smaller groups of chalkpits intermingle with sand, gravel, stone and brickearth excavations along the chalk ridge of the North Downs, in the valley gravel areas and the gault land from north of Maidstone to north of Sevenoaks. The remainder of the county is comparatively free from mineral workings in any sizeable concentration, but considerable sand and ballast extraction projects now threaten some of the river valleys in East Kent.

Few industries have so devastating an effect on the beauties of the countryside as the extractive industries. Evidence of past activities, in ugly hillside scars visible for many miles, overburden and spoil heaps, abandoned pits filled with water and derelict plant and machinery, is to be seen only too often. In view of the extent to which the country as a whole is mineral bearing, and the fact that there is undoubtedly a surplus of minerals beyond all possible

requirements, reasonable restriction and control of such activities would appear to be justified. In any event it should in all cases be incumbent upon those who extract minerals to carry out the maximum degree of restoration after the land has been worked out.

Industries in the rural areas of the county have been classified for the purpose of the survey¹ in the three following categories:—

“Static” by which is meant an industry which must of necessity be situated on a particular site or in a particular limited locality by reason of its nature, *e.g.* cement works.

“Footloose” by which is meant an industry which is not by reason of its nature restricted in any way in its freedom of location, *e.g.* manufacture of plastics.

“Intermediate,” comprising those industries not capable of being included in the foregoing categories, that is to say industries which it may be desirable to locate in areas where certain facilities exist, but which need not be placed on any particular site, *e.g.* industries not themselves static, but allied to a static industry.

“Static” industries in rural Kent are grouped mainly along the valley of the Medway between Maidstone and the “Medway Towns” of Chatham, Rochester and Gillingham. Smaller groups exist in the Malling, Borough Green and Sevenoaks areas and Teynham and Lower Halstow area of Swale Rural District. “Footloose” and “Intermediate” industries are sparsely distributed over west and mid-Kent while east Kent, apart from the coal mines, possesses few industries in rural areas if agriculture is excepted.

Each type of industry—“static,” “footloose” and “intermediate”—has been considered from the point of view of size, the number of persons employed being adopted as the yardstick. A broad interpretation of a factory, based upon the definitions in the Factories Act, 1937, would be premises in which persons are employed in manual labour for the purpose of making any article or for repairing, cleaning, breaking-up or adapting for sale any article. The definition is an all-embracing one and includes very small establishments employing only one or two persons. Factories in which less than five persons are employed have therefore been ignored. Furthermore, service industries such as gas-works or local laundries have also been omitted.

Factories have been divided into four classes according to the number of persons employed; 5 to 50 persons, 51 to 250, 251 to 500, and over 500 persons.

As would be expected in rural areas, by far the greater number of factories employ less than fifty persons. These are not confined to any particular area; most of them are light industries of the “footloose” type and are largely outside the concentrated industrial areas.

In the three remaining classes, heavy industry predominates. Cement and paper factories, for instance, in the Snodland area of the Lower Medway, are to be found in each of those classes. Incidentally, the largest single industrial undertaking in the rural area of the county is a paper mill which employs over 1,000 persons.

As the survey was carried out in 1945 it was necessary, in order to obviate wrong conclusions being drawn, to take into account those industries which had been established or had substantially increased in size since the outbreak of war. Kent, on account of its geographical position, had not undergone during the war the transformation which had taken place in many areas elsewhere in the country. Nevertheless there had been a slight increase in industry in the county during the war period. This increase was mainly in the small factory group and was not confined to any particular area.

PUBLIC SERVICES

Road and Rail Transport

Whilst Kent cannot claim to have been the scene of the first public railway, it certainly shared in the earliest history of this form of public transport. The Canterbury to Whitstable railway was inaugurated in 1834 and gradually the railways were extended to serve most of the more populated towns and villages in the county. With minor exceptions the railways in the county are now vested in the State.

¹ See map showing Industries in Rural Areas, at end of text.

The main railway lines radiating through Kent from London are as follows:—

- (i) The line through Dartford, Gravesend, Gillingham and Sittingbourne to Faversham, thence branching off to Whitstable, Herne Bay and the Thanet Towns, and through Canterbury to Dover and Folkestone.
- (ii) The line through Swanley Junction, Maidstone and Ashford to Folkestone.
- (iii) The line through Sevenoaks to Tonbridge, thence branching off to the south through Tunbridge Wells to Hastings and to the east through Ashford to Folkestone and Dover. Tonbridge is also connected to the west of England by a line running through Redhill and Guildford to Reading.

Extensive railway electrification schemes, first in the north-west suburban area, extending southwards as far as Sevenoaks, and later to Gillingham and to Maidstone, had been carried out by 1939. This electrification was primarily designed to handle the large volume of passenger traffic due to the sprawl of London, but as might be expected was instrumental in furthering the spread of suburban development.

The county of Kent is covered by a network of regular motor bus and coach routes operated by the London Passenger Transport Board, the Maidstone and District Motor Services Ltd., and the East Kent Road Car Co., Ltd. Prior to the Transport Act, 1947, there were, in addition, a few small concerns operating in limited areas.

It is estimated that sixty-five per cent. of the county is within $\frac{1}{2}$ mile of a bus route or 1 mile radius from a railway station, with at least daily services, and when it is realised that the remaining thirty-five per cent. includes what are virtually unpopulated areas such as the North Downs it will be appreciated that the county is reasonably well served by public transport.

Air Transport

The problem of air transport in relation to any region divides itself into three quite distinct questions: first, whether air transit within the region has to be catered for; secondly, what provision ought to be made for air transit between points in the region and other regions in the same country; and lastly, whether an airport dealing with international and overseas air traffic is located or is likely to be located in the region.

So far as the county of Kent is concerned, there is no immediate probability of internal air transit; in this connexion the lowest "stage mileage" for "local" services mentioned in the current classification prepared by the Department of Civil Aviation, is 100 miles. In any case, the matter of airfield provision made by any particular town, apart from regional airports, is beyond the scope of this survey.

In 1939, there was only one civil airfield in Kent which might make any claim to having regional value, this being at Gravesend. There was also the well-known airfield at Lympne used as an emergency landing ground for continental services. The Southern Railway Co., it is understood, were considering the establishment of an important airport for London at Lullingstone on the west side of the Darent Valley.

The matter of the future use of Royal Air Force airfields in Kent, the most important from the point of view of possible use for civil purposes being those at Biggin Hill near Orpington, West Malling near Maidstone, and Manston in the Isle of Thanet, is now receiving consideration by the Air Ministry.

A suggestion has also been put forward to establish at Cliffe a large airport accommodating all types of aircraft including flying boats.

Sewerage and Sewage Disposal

When provision exists in any given area for draining away through sewers the wastes from dwelling-houses and other buildings and also the rain water which is not absorbed into the earth, it is said that such an area is served by "main drainage."

The position so far as Kent is concerned cannot adequately be described otherwise than by reference to a map¹. It can be safely assumed that any person not already familiar with the facts will be surprised to learn the extent of the areas, which include closely built-up residential areas less than twenty miles from Charing Cross, in which no main drainage is yet available.

¹ See Public Services map, at end of text.

There are, in 1947, only three joint sewerage authorities in Kent. The West Kent Main Sewerage Board covers the north-west suburban area of the county excluding the Urban District of Penge; the area of the Darent Valley Main Sewerage Board extends from Dartford to the Surrey boundary in the vicinity of Westerham; the Rochester, Chatham and Gillingham Joint Sewerage Board functions for the area of the Medway Towns.

Water, Gas and Electricity Supply

It will be seen from the Public Services map¹ that a very large part of the county is served by public water supply. There are, however, parts of the rural areas where the provision of supply to hamlets and groups of dwellings is a matter of some urgency. A number of local authorities have prepared schemes for extensions of mains to such small communities; wider areas are likely to be affected since under the Water Act, 1945, further increased demands by industry and agriculture may be anticipated.

There are thirty-two gas undertakings and twenty-eight electricity undertakings in Kent, if subsidiaries are counted as separate undertakings.

Very few communities in Kent are inadequately supplied with gas and electricity, although the problem of varying rates arises as in most parts of the country.

The extension of electricity supply, normally by overhead lines, to farms and rural communities not yet served was proceeding steadily before the war and will no doubt be continued at the accelerated rate which was beginning to be evident in the immediate pre-war years.

District heating has not so far been provided within the county.

Cemeteries and Crematoria

Provision of land for the disposal of the dead has not presented any great problem in the county. New burial grounds for the metropolis may, in the near future, have to be provided in north-west Kent; but the area required may well be reduced by a decrease in the public antipathy to cremation. There is one crematorium in the county, at Charing, near Ashford.

¹ At end of text.



NORTH DOWNS
The Pilgrims Way



GREEN BELT ROUND LONDON
Hanging Bank, Ide Hill, near Sevenoaks

CHAPTER III

THE GREATER LONDON PLAN 1944

GENERAL

The Greater London Plan prepared by Professor Sir Patrick Abercrombie at the request of the Minister of Town and Country Planning during the years 1943-44, was published in the summer of 1945. The County of London Plan had previously been completed by its authors, Mr. J. H. Forshaw, Architect to the London County Council, and Professor Abercrombie.

The area which it was originally intended the Greater London Plan should cover was the London Traffic Area, although it was recognised that geographical limits could not be set to the area which the Plan would directly affect. Subsequently, at the request of the County Councils of Surrey and Hertfordshire, the whole of those counties were included in the specified area to be the subject of the Plan which then comprised 2,599 square miles surrounding the County of London. That part of Kent which was included extends to and includes the Borough of Gravesend, the Urban District of Northfleet and the Rural Districts of Dartford and Sevenoaks except the parishes of Leigh, Penshurst, Hever, Edenbridge, Chiddingstone and Cowden. Thus the whole of the West Kent Joint Planning Committee's area, the northern part of the Sevenoaks and Godstone Joint Planning Committee's area, and the North Kent Joint Planning Committee's area other than the Rural District of Strood, were included. A number of proposals put forward by Professor Abercrombie, however, relate to places in Kent outside the specific Plan area.

BASIC ASSUMPTIONS

The Plan is based upon five assumptions:—

“ASSUMPTION 1. The first of these is the recommendation contained in the Barlow Report¹ that no new industry shall be admitted to London and the Home Counties except in special cases. This involves consideration of the industrial future of London and its surroundings. Does it presage a gradual reduction of industry? Every year factory undertakings disappear; if new ones are not allowed to take their place, is there then a prospect of London becoming a distressed area, or are many existing industries likely to expand and continue to do so?”

The questions asked are answered by the author later in the Report in the form of the following further assumptions affecting industry:—

- “(i) That there will operate after the war a national policy governing industrial location, based on the Barlow Commission's findings, though modified sufficiently to make it applicable to the whole country, as an instrument of positive planning value, rather than a negative one.
- (ii) That under this national policy relating to industrial location, the Greater London area will normally be banned to new industry and to any but minor extensions of existing enterprises.
- (iii) That as a consequence of assumption (ii) the industrial problem in Greater London will be that of the redistribution of part of the existing industry and population and its re-location in convenient centres, mostly within the Region.
- (iv) That it will be part of the Government's post-war economic policy to plan for full employment, and the maintenance of prosperity in the previously depressed areas.²
- (v) That as a consequence of assumption (iv) there will be no further drift of population from the depressed areas and other areas of low pre-war prosperity to South-East England, and in particular to Greater London, and that there will be no further population increase in this Region.”

¹ Report of the Royal Commission on the Distribution of the Industrial Population. Cmd. 6153.

² Now known as “Development Areas”.

"ASSUMPTION 2. Inseparable from consideration of London's industrial future is the question of decentralisation of persons and industry from the congested centre, already recommended in the County of London Plan, and this recommendation forms the second assumption. The authors of the County of London Plan, while preferring a density of 100 persons per acre for central areas, have recommended a density of 136, as they felt 'that the actual numbers to be decentralised would be difficult to equate with the amount of industry which could be expected to migrate.' If a high degree of direction is taken in the location of industry, then the lower of these two density figures, involving a decentralisation of 817,750¹ persons might be followed, but for the purposes of this Report the recommended density of 136, involving the decentralisation of 618,000¹ persons, has been assumed. To this will be added the figure in the present Report for decanting from over-crowded places outside the L.C.C. Area, namely 415,000, giving a grant total of 1,033,000 persons to be decentralised, or moved from the central mass. A steady exodus of population was already taking place before the war, but if this move were merely accelerated without a corresponding move of work-places, it would result in worse transport congestion and more loss of time, money and energy.

The chief change, therefore, resulting from these two assumptions, will be a rearrangement of population and industry within the Region. The numbers in the centre will decrease, those in the outer areas will grow, though no longer at a spectacular rate, nor in a sporadic way."

"ASSUMPTION 3. The third assumption, which is implicit in the other two, is that as a result of the Barlow recommendation, and in consonance with national trends, the total population of the area will not increase, but on the contrary, will be somewhat reduced. In other words, and in accordance with the desire for a more logical grouping of industry on national lines, the redistribution of population and industry will proceed up to and even beyond the physical limits of the area under discussion."

"ASSUMPTION 4. An assumption is required, dealing with the future of London as a Port. If the Port of London ceases to thrive, London will decay. It is assumed, therefore, for the purposes of this Report, that the Port of London will continue to be one of the world's great ports."

"ASSUMPTION 5. It is assumed that new powers for planning will be available, including powers for the control of land values."

These assumptions have been accepted by Kent as a reasonable basis for planning in the London Region. The County Council recognises that, if sound, assumption 1 and the further assumptions affecting industry would not preclude the free movement of industries within London and the Home Counties. It considers that while the figure of 136 persons per acre for the County of London central areas referred to in assumption 2 cannot be defended as satisfactory by modern sociological standards, there are practical and political difficulties inherent in any attempt arbitrarily to direct industry and population to move from their present locations. It is likely that the density will be ultimately reduced by causes other than the decentralisation policy proposed in the County of London and Greater London Plans. The total of 1,033,000 persons to be decentralised is one which is likely to be decreased rather than increased. The Town and Country Planning Act, 1947, provides the necessary powers for planning and control of development.

STRUCTURE OF THE PLAN

The Four Rings

The main pattern of the Plan is based upon four concentric "rings":—

CENTRAL AREA, comprising the County of London and the more densely built up areas on or near its borders referred to by Professor Abercrombie as the Inner Urban Ring, such as West Ham, Tottenham, Acton and Croydon.

It is proposed to "decentralise" or "decant" from this area, of which only part of Penge Urban District is in Kent, some million persons whose destinations are indicated later in this Chapter. This proposal is based upon future maximum densities of 136 persons per acre in the County of London and 100 persons per acre and 75 persons per acre in the "Inner Urban Ring".

¹ The figures given in the County of London Plan have been revised in subsequent printings of that Report.

THE GREATER LONDON PLAN

SUBURBAN RING, comprising an area within an approximate radius of 12 miles from Charing Cross but outside the before-mentioned Central Area.

The part of this area in Kent comprises the remainder of Penge Urban District and parts of the Boroughs of Beckenham, Bexley, Bromley and Erith and the Urban Districts of Chislehurst & Sidcup and Crayford.

The Plan treats this area as a "static" zone; any necessary lowering of density within it is to be accomplished within the area itself, the suggested maximum net residential density for which is 50 persons per acre. Generally speaking, no decentralised population or industry is to be received in it, an exception to this generalisation in Kent being Erith which is to be exempted from the industrial ban "to a limited extent".

GREEN BELT RING, comprising an area, outside the Suburban Ring, extending in Kent to a line along the southern slopes of the Greensand Ridge which bisects the Sevenoaks Rural District and to an irregular north to south line roughly bisecting the Swanscombe Urban District and Dartford Rural District to include the Darent Valley and some of the hills beyond and the towns of Sevenoaks and Dartford.

This area contains the lands already acquired or proposed to be acquired for the purposes of the Green Belt round London under the Green Belt Act of 1938, and the continuation of the policy of acquiring land for public use, either for playing fields or because of its natural beauty, is advocated in the Plan. It is further hoped by Professor Abercrombie that "land for agriculture, which will comprise the greater part of the Green Belt Ring, can be safeguarded by other and equally effective methods."¹

Nevertheless, some new building development is to be permitted within the Green Belt Ring. To quote from the Report:—

"It is also necessary to limit within this zone, very strictly, any expansion of existing communities; and to establish no new centres. Exceptions to this principle involving restricted expansion must, however, be made in the case of certain important manufacturing centres and for certain immediate post-war housing purposes."

The exceptions to the general rule that there should be no decentralisation into this Ring are made to provide for a limited number of estates which the London County Council and the County Borough of Croydon had planned to meet their immediate post-war housing programmes. The justification pleaded for them was the emergency to meet this need and the total population so dealt with is limited to 125,000. In his Report, Sir Patrick Abercrombie states:—

"On the face of it these quasi-satellites offend against all the notions of planned decentralisation; they are in the first instance residential and they are too close in".

The only estate of this nature proposed in Kent is in the neighbourhood of Scadbury Park, Chislehurst, to be developed by the London County Council to accommodate 10,000 persons. It is further proposed that in connexion with this housing estate a limited amount of new industry should be accommodated in the Cray Valley.

Areas of special scenic beauty in the Green Belt Ring are shewn upon the Plan. These are generally speaking, similar to the corresponding parts of the Preservation Areas, chiefly the proposed Green Barrier, described in Chapter V.

OUTER COUNTRY RING, comprising the remainder of the specific area of the Plan.

This is described as the "chief reception area for over-crowded London". The decentralised population to be accommodated in this area is calculated at about 640,000 persons, of which it is suggested roughly 380,000 might be received in eight new towns and some 260,000 in additions to existing towns. In this area in contrast to the Green Belt Ring "the agricultural background as opposed to the recreational will predominate".

It is proposed to expand Gravesend, Northfleet and Swanscombe to receive a total additional population of 8,250.

Such protective power is provided in the Town and Country Planning Act, 1947. See Appendix C.

CHAPTER III

PLACES OUTSIDE THE AREA OF THE GREATER LONDON PLAN.

The Plan contemplates that about 160,000 "decanted" persons will be received in additions to existing towns about 50 miles from the centre of London, and that a further 100,000 will be "dispersed wholly outside the Metropolitan influence". Ashford is recommended as capable of receiving an addition of 10,000 to its present population, or, if need be, up to 30,000.

It will be seen that the remaining proposals which comprise the Plan are of necessity based upon and consequential to the basic proposals for the redistribution of population and industry which have been described. The Kent County Council is, so far as the County is affected, in general agreement with the broad outline of the Plan. It has made no observations on the proposal to treat the Suburban Ring as a "static" zone with a net density of 50 persons per acre and has accepted the limited expansions of existing towns in the Green Belt and Outer Country Rings proposed by the Plan. The County Council concurs in the proposal that approved areas of recreational value or special scenic beauty in the Green Belt Ring (and elsewhere) should be preserved against development and shares Professor Abercrombie's hope that agricultural land which is not to be acquired as open space will be safeguarded by other effective means. Concordant with these opinions, the County Council has opposed the suggestion that for reasons of emergency the immediate post-war housing requirements of London should be met in part by creating a "quasi-satellite" community near Scadbury Park, Chislehurst; in the Council's view such requirements would be better met, and with no less speed, if the population to be housed were distributed in comparatively small units either in new towns or as part of the expansion of existing towns, where instead of being an isolated colony, they could form part of and be assimilated into a larger community which is sociologically well balanced. Consideration of Professor Abercrombie's proposals for redistribution of population in the Outer Country Ring and outside the area of the Greater London Plan is bound up with a proposal in the Plan to establish a new town at Meopham.

Redistribution in the Outer Country Ring and outside the area of the Plan

THE NEW TOWNS AND EXPANSION OF EXISTING CENTRES

On the plans accompanying the Report are shown ten possible sites for new communities in the London Region from which it is suggested eight should be selected to provide for, in addition to the small existing populations in the areas and some casual immigration, a total of 383,250 decentralised persons. For any New Town, a population figure of 60,000 has been adopted as a maximum. Professor Abercrombie states that considerable difficulty was experienced in finding a site in north-west Kent, in view of the topography and the necessity for avoiding first class agricultural land. The only possible site, he says, lies on the chalk belt between Longfield and Meopham. He suggests limitation of the size of a new town on this site to about 40,000 population.

The merits of the locality of Meopham as a site for a new town are discussed later in this Chapter; it is first proposed to mention the recommendation for redistribution of population in the Outer Country Ring and outside the area of the Greater London Plan.

Of the total number of decentralised persons to be allocated to these outer areas other than an unspecified proportion destined for "places beyond the Metropolitan influence" only 58,250 (including 40,000 in the Meopham satellite) have been allocated to Kent. In addition 23,150 are to be accommodated in expansions of existing towns in the Green Belt Ring and a further 10,000 in the "quasi-satellite" at St. Paul's Cray, making a total of only 91,400 to be distributed in the County. The suggestion that Kent can find room for only 51,400 decentralised persons in existing communities and that if 40,000 additional persons are to be received they must therefore be accommodated in a new town, is not considered sound. Indeed, the Greater London Plan suggests that if need be Ashford could receive up to 30,000 additional population instead of 10,000 included in the figure above. "Of the Kent towns within reasonable distance of London", says Professor Abercrombie, "only Ashford is suitable for industrial expansion; it is a good distribution centre. The other towns such as Rochester, Gillingham and Maidstone are already either sufficiently large or are industrially congested".

The County Council has expressed the view that a New Town in north-west Kent cannot be justified solely on the ground that such a town is necessary to provide for London's "decanted" population. In the Council's view, more than the number of 40,000 for whom

such a New Town would provide could easily be accommodated, and would be better accommodated, with supporting industries and without offending against any of the principles of good planning, in expansions of existing towns such as Tonbridge, Sheerness, Queenborough, Sittingbourne and Faversham, and to a limited extent, of such communities as Snodland and Paddock Wood, together with Ashford which is considered capable of receiving at least 20,000 decentralised persons and accompanying industry. None of these places is further from London than Ashford. Nor can they be regarded as too large or industrially congested. In the case of Paddock Wood, the exceedingly high agricultural value of the surrounding land might be a factor strictly limiting expansion.

The next question which might be raised is whether, even though existing communities in Kent can absorb all the decentralised persons and supporting industries allocated to the County, it would be preferable on planning grounds that 40,000 of these persons should be accommodated in a new town. One limiting factor in the choice of a site in a region with a long history of civilisation like Kent, is that most good natural sites for human communities are already occupied by large villages or towns. The County Council has carefully considered this matter, and is unable to support any suggestion that the establishment of a new town in Kent is preferable in principle to the utilisation of existing urban communities.

THE MEOPHAM SITE

Although the need for a New Town in north-west Kent is not considered justified to deal with decentralised population it appears desirable to examine to some extent the specific proposal for a site near Meopham. Professor Abercrombie's Report indicates that his decision to include Meopham as one of the ten satellite sites from which he suggests eight should be chosen, was come to after considerable hesitation and was based upon a view that for reasons of policy one site should be in the south-east however unnecessary or unsuitable the allocation might be on planning grounds.

The Report draws attention to the considerable difficulty which was experienced in finding a site in north-west Kent in view of the topography and the necessity to avoid the first class agricultural land and adds:—

“Rail facilities are good, comprising the electrified main line to Chatham, and also a branch running northwards from Fawkham to Gravesend. East to west road communications depend at present upon a second-class road running parallel to Watling Street, which lies just to the north, and these will be improved by the new express arterial road to Canterbury and Margate. The site is more undulating than the others selected and will call for some ingenuity in planning, but gradients are nowhere excessive. Industry would be sited largely on the north of the line where contours run parallel to the railway. The amount of industrial development needed will be less than in a full satellite as we propose that the size shall be limited to about 40,000. The new town will depend to a certain extent upon the Thameside area for work, to which it will function in part as a dormitory satellite.

As regards sewerage, the fall is northwards, but there is no sizeable stream to receive the effluent. If the effluent is discharged into the chalk it might find its way to underground water supplies some distance off, even as far as London, and a high standard of effluent would therefore be required. This is only a matter of some extra expense, and does not rule out the satellite”.

The County Council has stated that even if a case for a new satellite town in Kent could be made out, a proposal to establish such a town near Meopham or Longfield could not be supported. Its objections to the proposal, are based on four main grounds:—

- (i) The disturbance of farming units on good class agricultural land which would be involved;
- (ii) the contention that a New Town in the vicinity of Meopham or Longfield would be too near and too conveniently situated in relation to London, Gravesend and other urban communities to become a self-contained town instead of a predominantly dormitory community. In this connexion Professor Abercrombie has said:—

“It should be emphasised that these towns must retain an intimate link with London and that good accessibility to the Metropolis is absolutely essential;

but they should be sufficiently far out to deter people permanently from travelling backwards and forwards (this was a point made by several industrialists). The towns will, however, rely on London for their major amusements and important cultural activities. But they must not be regarded as dormitory residential towns and this affects their location”;

(iii) the sewage disposal problem;

(iv) the difficulties and additional expense due to the topography of the area.

AYLESHAM

Before leaving the subject of new communities in relation to the London problem, it appears desirable to mention a special problem which has arisen in Kent. In connexion with the development of the Kent Coalfield, a new village was established at Aylesham in the Rural District of Eastry. It was expected that other industries would be attracted to the area by reason of the prospect of cheap coal and electricity, with the result that a township of about 20,000 residents would spring up within a short period of time. This hope was not realised. Aylesham is now, from the planning, economic and sociological point of view, an unbalanced community; the population consists almost exclusively of miners and their families.

In August, 1944, a Committee was appointed by the Minister of Fuel and Power to report, *inter alia*, upon what provision of housing and other services would be required for the welfare of the mining community in Kent. The Committee in its Report dated March, 1945, recommended that “there should be no extension of the existing mining village system” and that “new housing sites should be in the neighbourhood of towns such as Deal, Dover, Canterbury, Ramsgate, Herne Bay and Folkestone, which have a population with mixed interests”.¹

As to Aylesham, the Report states that its development “was undertaken in the belief that the development of the coalfield would be more rapid and extensive than has occurred; in consequence the settlement suffers from arrested development, with many of the sites in the centre of the town still rough grassland”.¹

While the opinion of the Kent Coalfield Regional Survey Committee that there should be no extension of the mining village system can be accepted as sound, an attempt should be made to convert Aylesham into a properly balanced community which would then have “a population with mixed interests” which the Survey Committee rightly consider to be desirable.² Aylesham is about 60 miles from the centre of London as the crow flies, and could, it is suggested, receive either some of the decentralised persons and related industries allocated to towns within a radius of about 50 miles from London or to be dispersed to “places beyond the Metropolitan influence”. Although Aylesham has been mentioned as presenting a special problem, other communities in East Kent could well receive a share of decentralised population.

OTHER PROPOSALS IN THE GREATER LONDON PLAN

Communications

ROADS. The proposed road system, which is part of the main structure of the Plan, is discussed in Chapter IV.

AIR TRANSPORT. The Plan suggests the establishment of two airports in Kent, one at Lullingstone north of Lullingstone Park and another at West Malling on the site of the present R.A.F. aerodrome. Unlike the chief airport at Heathrow, Middlesex, which is a terminal for “inter-continental” traffic, the Kent airports are intended for “international” traffic; it is suggested in the Plan that the Lullingstone airport might be used mainly in connexion with goods traffic.

RAILWAYS. No major proposals affecting Kent are made in the Plan. It is suggested, however, that the comparatively short routes of the Southern Railway to the south and south-east might be electrified throughout.

NAVIGABLE WATERWAYS. Apart from the recommendation made in the Plan that the “Planning Board” proposed to be set up should consider the setting up of central collection and distributing centres at salient points on the routes of waterways, no proposals are made which affect Kent.

¹ Kent Coalfield, Regional Survey Report, H.M.S.O., 1945, page 34.

² With the approval of the Ministry of Town and Country Planning, the East Kent Joint Planning Committee and the Eastry Rural District Council, the conversion started in June, 1947 with the establishment of a new clothing factory.

The County Council has opposed the establishment of an airport at Lullingstone on the ground that it would injure the amenities of this area and have urged that the Ministry of Civil Aviation should make known at an early date their decisions as to the future of civil and military airfields in Kent, and the Ministry of Transport their intentions in respect of the provision of a public wharf or wharves on the River Medway for the collection and distribution of water, rail and road borne goods. The County Council is in favour of the completion of the electrification of the Southern Railway system in Kent.

MARKETS. The Plan suggests that wholesale markets might be decentralised and that in Kent the towns of Gravesend, Rochester and Maidstone would be suitable towns to serve as regional goods distribution centres.

Land Classification and Agriculture

Dr. Dudley Stamp has independently contributed to the Report on the Greater London Plan a chapter in which he gives detailed descriptions of the various types of soil found in the area. He advocates that "good quality land", *i.e.* the first four categories of the National Scheme of Land Classification, should, wherever possible (apart from land which must necessarily be used for development within "urban fences") continue to be used for agricultural production.

As stated in Chapter II the County Council has decided to assume as a basis for planning operations, that in Kent none of the land in the four highest categories of potential agricultural fertility and productivity will be available for any non-agricultural purpose if any other land equally suitable for that purpose is available; it accordingly supports Dr. Stamp's recommendation.

Surface working of Minerals

The Plan describes the experience of the past—that the indiscriminate surface-working of minerals has only too frequently been carried on regardless of the suitability of land for other uses, *e.g.* building or agriculture, and that the lack of adequate planning control resulted in considerable areas of land being excavated and left in a derelict condition without any attempt being made to effect restoration. Professor Abercrombie suggests that "the responsibility for restoration or landscaping should rest with those excavating the pits, unless the controlling authorities are willing to take over the land and do the work themselves. To guard against the possibility of companies becoming insolvent as soon as they have extracted the mineral wealth, thereby evading their responsibility for restoration, a levy should be imposed by the controlling authority on all gravel taken out". The Plan suggests that the problem is one which should not be expected to be dealt with by individual authorities but that it should be dealt with regionally and that the siting of extractive works should be considered nationally.

The County Council supports the suggestion that adequate restoration should be the responsibility of those excavating surface minerals.

Open Spaces¹

LOCAL GREEN BELTS. The Plan suggests that local green belts should be reserved between and around existing communities. The towns in Kent where these are proposed are Orpington, Chislehurst & Sidcup, Dartford, Crayford, Gravesend and Sevenoaks together with the suggested satellite town at Meopham.

GREEN WEDGES. Between the inner built-up areas the Plan includes proposals for a comprehensive system of "green wedges", no parts of which are to be built on and to which full access is to be gradually obtained; it is also recommended that "as much as possible of the land should be converted into playing fields". The areas in Kent are described as follows in Appendix 20 of the Report:—

"(6) Crayford-Dartford Wedge. From River Thames by Dartford Marshes on east, open grazing and allotments on west of River Darent, south-west following the River Cray to Bexley and Dartford Heath, including May Place (Green Belt) and Barnehurst Golf Course".

"(7) . . . part of Erith Marshes as far east as the Gas Works".

¹ Other than scenic areas in the Green Belt Ring as to which see page 29.

“(8) . . . Sundridge Park Golf Course, Elmstead Woods, fairly open development to Chislehurst Common; branches:—

- (i) north-east to Froggnal through Scadbury Park to join the Cray Valley reservation;
- (ii) south-west through West Kent Golf Course, Oakley House, to Hayes Common”.

“(9) . . . Beckenham Common Golf Course, Shortlands Golf Course, Bromley, linked by Parkway only to Oakley House and Hayes Common; branching through Pickhurst Mead to West Wickham”.

“(10) . . . Langley Court Park and Golf Course and West Wickham;”

OTHER OPEN SPACE PROPOSALS. The Plan stresses the desirability of inland waterways being used for pleasure purposes and it is suggested that a Thameside recreational area free from industrial use should be reserved at Erith and Dartford. Attention is drawn to the existing water front recreational area at Gravesend.

In considering amenities in relation to outdoor activities, Professor Abercrombie provides in the Plan for a system of footpaths, bridlepaths, green lanes and streamside reserves with footpath access. The most important streamside reserve proposal in Kent is that comprising the Darenth Valley and the low-lying land from Westerham to Riverhead and Ightham.

The view is expressed in the Plan that water supply areas should be protected against building development and that protection could be achieved by means of “protective zones” in which land could either be reserved as open space or protected by planning restrictions.

CRYSTAL PALACE SITE. An important proposal in the County of London and Greater London Plans concerns the Crystal Palace site. The Plans recommend that the potentialities of the site as an amusement, exhibition, recreation and sports centre should be exploited to the full. In this connexion the County of London Plan provides for improved road and rail access, including a parkway leading from the heart of London to the site. No specific proposals are, however, put forward in the Plans as to the manner in which effect should be given to the before-mentioned suggestions.

The County Council supports in principle the provision of local green belts, green wedges, waterside recreational facilities and footpaths, and the suggestion that water supply areas should be protected; but has not considered to what extent particular proposals in Kent should be approved.

Administration

The suggestion is put forward in the Report that a Planning Board responsible to the Minister of Town and Country Planning should be created and should be responsible for ensuring that all development shall conform to a Master Plan based upon the plans presented to the Minister for the City of London, the County of London and Greater London; statutory planning schemes would continue to be prepared by Joint Executive Committees.

The Kent County Council has accepted the principle that a Master Plan for Greater London should govern the detailed planning of the area. The methods and machinery to be adopted for the implementation of the Plan are the subject of consideration by a special Committee appointed by the Minister of Town and Country Planning.

THE ADVISORY COMMITTEE FOR LONDON REGIONAL PLANNING

Within the Greater London Region there are, in addition to the London County Council and the City Corporation, 143 Local Authorities which, until the transfer of planning functions under the new legislation, have been responsible for the control of interim development. Towards the end of 1945, these 143 Authorities had formed themselves, or were about to form themselves, into 23 Executive Joint Planning Committees, on which the respective County Councils were also represented. At a conference convened by the Minister of Town and Country Planning on 26th October, 1945, attended by representatives of the Joint Planning Committees and County Councils in the area of the Greater London Plan, together with members of the London County Council and the City Corporation, it was agreed to establish an Advisory Committee with an independent Chairman nominated by the Minister.

The Advisory Committee for London Regional Planning was subsequently appointed, by nomination of the 33 authorities referred to, and under the Chairmanship of Clement Davies, Esq., K.C., M.P., in November, 1945, 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”.

To this Committee, the constituent authorities made their observations on the Greater London Plan. The comments of the Kent County Council have been outlined in the first parts of this Chapter.

The Advisory Committee’s Report¹ was submitted to the Minister on 17th July, 1946, and records that the Committee decided, with minor reservations, to accept as a working basis:—

- (a) the general policy of the Plan and the assumptions on which it is founded; and
- (b) the general framework of the Plan, namely the four Rings and the planning policy in each of them.

Suggested amendments were therefore considered from two main standpoints—whether they were absolutely necessary in the light of existing circumstances; if not, whether they would constitute improvements of the Plan.

The Report proceeds to deal with the detail of the Plan under the headings of Decentralisation, Redistribution, Industry, Communications, Open Spaces and Public Services.

The size of the decentralisation problem as set out in the Plan is accepted, but the Advisory Committee has made a number of alternative proposals for the redistribution of the decentralised population and industry. Broadly, these involve a considerable increase in the number to be re-accommodated in expansions of existing communities in the Region, including towns in the Green Belt Ring, and reductions in the numbers in New Towns and quasi-satellites and to be dispersed outside the area of the Plan. So far as Kent is concerned, no alteration is recommended in the proposed sizes of towns in the Region. The Committee has, however, rejected Meopham as the site for a New Town for the reasons put forward by the County Council, but principally because in its view the industrial success of such a new town is doubtful and it would tend to become a dormitory. The Advisory Committee “views with profound regret the proposal of the London County Council respecting the construction of the quasi-satellites” but lists the site near St. Paul’s Cray with eight similar proposals which the Committee understands have proceeded too far to be reconsidered”. The Committee is “strongly of the opinion that no more quasi-satellites should be established as they conflict with the fundamental principles of planning”, and, in its view “the population which the London County Council desire to rehouse should be distributed in comparatively small units in new towns or existing communities for which some expansion is envisaged in the Plan, some of these communities being in the Green Belt Ring”. The Advisory Committee also urges that “the disadvantages of these quasi-satellites should be mitigated by the construction of industrial buildings concurrently with or before the houses and that labour and materials should be made available for the erection of such industrial buildings”.

The Committee’s comments on the road proposals in the Greater London Plan do not, so far as Kent is concerned, conflict seriously with the view of the County Council. It has refrained from any recommendation in regard to the airports suggested in the absence of any statement of Government policy in regard to airways. The Committee concurs with the County Council’s suggestion in respect of the provision of a public wharf or wharves on the Medway for the distribution of goods and supports the open space system and standards proposed in the Plan and the proposals for Green Wedges and Local Green Belts. In conclusion the Advisory Committee has stated its confidence that, given adequate powers, suitable machinery, and full co-operation on the part of the Central and Local Authorities and all other public bodies concerned, the Plan is capable of being carried out and that it will result in an immense improvement of the conditions under which the people of Greater London live and work.

¹ Advisory Committee for London Regional Planning. Report to the Minister of Town and Country Planning and Report of the Technical Sub-Committee. H.M.S.O., 1946.

MEMORANDUM BY THE MINISTRY OF TOWN AND COUNTRY PLANNING¹

General

On 19th November, 1946, the Minister of Town and Country Planning made in the House of Commons a statement in reply to questions relating to the Report of the Advisory Committee for London Regional Planning in which he said that subject to certain reservations which were to be set out in more detail in a memorandum shortly to be issued, the Abercrombie Plan, together with the Advisory Committee's Report could now be taken as the general framework for planning in the Greater London area. On 27th May, 1947, the Ministry's Memorandum was published.

The Memorandum states:—

"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."

It is also stated that the basic assumptions of the Plan that the population of the Greater London 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 are accepted Government policy. One major modification of the Plan put forward by the Advisory Committee, the accommodation within the Green Belt Ring of nearly 160,000 more people than suggested in the Plan is not accepted by the Minister. 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.

The Minister's Decisions on Specific Proposals

The Minister's decisions in regard to proposals indirectly or directly affecting Kent may be summarised as follows:—

ULTIMATE POPULATION OF PLACES IN THE INNER URBAN AND SUBURBAN RINGS

The Plan proposals for the Suburban Ring and for decentralisation from the Inner Urban Ring are generally accepted.

REDISTRIBUTION OF POPULATION ON NEW TOWNS

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. In regard to Meopham the Memorandum states: "The Sub-Committee (of the Advisory 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."

REDISTRIBUTION IN QUASI-SATELLITES

The Minister shares the regret of the Advisory Committee at "the necessity for this development in the Green Belt Ring," but has agreed to it in view of the urgent housing needs of the early post-war years. He indicates that he may have to allow such development up to the Plan figure of 125,000² instead of the Advisory Committee's suggested 102,800. The St. Pauls Cray site is not specifically mentioned, but its approval is implied and the Minister of Health has now confirmed the Compulsory Purchase Order made by the London County Council.

REDISTRIBUTION IN EXPANSIONS OF EXISTING TOWNS IN THE GREEN BELT AND OUTER COUNTRY RINGS

The Inter-Departmental Committee, the Advisory Committee, and the Minister all accept the proposals in the Plan for the ultimate populations of existing communities in the

¹ Greater London Plan. Memorandum by the Ministry of Town and Country Planning on the Report of the Advisory Committee for London Regional Planning. H.M.S.O. 1947.

² Excluding London County Council Quasi-satellite at St. Pauls Cray.

THE GREATER LONDON PLAN

Kent Green Belt and Outer Country Rings. These are as follows, the 1938 population being shown in brackets in each case:—

GREEN BELT RING	Biggin Hill (8,750)	10,000
	Dartford, Crayford and Stone (42,800)	49,500
	North Cray and Foots Cray (3,750)	4,000
	Orpington, St. Pauls Cray, St. Mary Cray and Farnborough (36,300)	47,000
	Sevenoaks (13,750)	17,500
OUTER COUNTRY RING	Gravesend, Northfleet and Swanscombe (58,750) ..	67,000

EXPANSION OF EXISTING TOWNS OUTSIDE THE AREA OF THE PLAN

The Ministry refers to recommendations of the Inter-Departmental Committee that Ashford be expanded from 23,000 to 33,000 and that Tonbridge be expanded to a limited extent. The Memorandum states that these recommendations "are being further examined and will be discussed with the Local Authorities concerned."

RURAL DEVELOPMENT

The Minister agrees with the recommendations of the Advisory Committee that the boundary of development zones should be drawn closely round the confines of villages in the Green Belt Ring and that the development to be allowed in villages should be such as will not conflict with the life of the rural community.

INDUSTRY

The Ministry indicates that the redistribution of industry within the Region as envisaged by the Advisory Committee will not be sufficient. The Memorandum states:—

"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 per cent. 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."

With regard to industry in the Inner Urban and Suburban Rings, the Minister is opposed to new industrial development "save in the most exceptional cases". He does not, however, disagree with the recommendation "that some light industries, evacuated during the war into the suburbs, should be allowed to remain provided they occupy suitable sites."

ROADS¹

A plan accompanying the Memorandum illustrates the conclusions in principle of the Ministers of Transport and of Town and Country Planning on the arterial and sub-arterial road system. Their comments on the parkway system 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 DOVER RADIAL. Of the ten major radial routes agreed by the Ministers, only one is in Kent. This is the Dover Radial (Greater London Plan Radial No. 8).² The Ministers agree that there is need for a new outlet from South-East London into Kent with connections to A.20 and A.2 (serving the Medway towns) and it is stated that the alignment of this road within the County of London is at present being investigated. The Ministers propose that the existing A.20 should be improved generally on its present alignment outside the County of London as an all-purpose road. As it is proposed comprehensively to improve the existing roads A.2 and A.20 within the Greater London Plan area the Ministers consider these two roads will then meet the present anticipated traffic needs in the area.

THE D RING.³ The function of this road would be to distribute traffic round the built-up area of London and the Ministers do not consider that a complete ring is required, nor that it should be a motor road. A *prima facie* case for the section between Croydon and Chelsfield does not appear to them yet to have been established.

¹ The Greater London Plan proposals are explained in Chapter IV. See pages 47 to 53.

² See page 48.

³ See pages 47 and 48.

THE E RING.¹ The Ministers agree with the Advisory Committee's view that instead of the incomplete ring, open on the Eastern side, proposed in the Plan, 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.

SUB-ARTERIAL ROUTE WEST WICKHAM — BROMLEY — ORPINGTON — SWANLEY.² The Ministers do not consider that a *prima facie* case for this route has so far been established.

SUB-ARTERIAL ROUTE WOOLWICH—CRAYFORD—SWANSCOMBE—SOUTH OF GRAVESEND—NORTHUMBERLAND BOTTOM.³ The Ministers cannot reach a conclusion on this proposal until the industrial planning of the area is settled.

SUB-ARTERIAL ROUTE LONDON—HASTINGS.⁴ The Advisory Committee did not agree that a diversion of A.21 was necessary between Farnborough and Halstead and suggested an amended line for the Sevenoaks By-Pass. The Ministers agree with the Advisory Committee.

PARKWAYS. CRYSTAL PALACE—HIGHAM HILL—EDENBRIDGE AND NEW ELTHAM—BICKLEY—WEST WICKHAM—SANDERSTEAD.⁵ The Ministers desire to make further investigation before it can be determined whether these new roads are justified on traffic grounds.

AIRWAYS

As to Airways the Memorandum is disappointing, containing only the statement: "The Government proposals for airports will be discussed with the Local Authorities affected as they take shape."

RAILWAYS

As to railways the Memorandum indicates that the matter is still being examined and states that: "Decisions upon railway improvements will be communicated from time to time."

OPEN SPACES

The Minister of Town and Country Planning generally supports the recommendations in the Plan as to open spaces, including green wedges, local green belts and scenic areas. He agrees with the Advisory Committee that wholesale acquisition of land for local green belts will not be necessary "with the advent of improved planning powers." He also 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 Minister "considers that glasshouses and nurseries can properly find a place in local green belts" and in this differs from the view expressed by the Advisory Committee, though "permission for this type of user would have to be given in each case on its merits."

ADMINISTRATION

The recommendations in the Plan on financial and administrative aspects are to be considered when the views of the Committee set up by the Minister to examine the machinery required for the implementation of the Plan are available.

¹ See page 48.

² See page 50.

³ See pages 50 and 51.

⁴ See page 52.

⁵ See pages 52 and 53.



TESTON, NEAR MAIDSTONE
XVth century bridge over River Medway



A TUDOR VILLAGE
Chiddingstone, near Tonbridge

CHAPTER IV

THE COUNTY ROAD PLAN

One of the most important aspects to which consideration must be paid in any examination of the existing and possible future conditions in a County is that of the system of communications. References to road and rail transport, air transport and waterways have been made in Chapter II where it is also noted that the County Council has for long been one of the most important highway authorities. This direct responsibility for many of the highways in the County led the County Roads Committee early in 1944 to undertake the preparation of a Report in regard to a County Road Plan. The Report was approved by the County Council on the 21st November, 1945, and forms the rest of this Chapter. It is subject to further consideration in the light of comments received or awaited from the Minister of Transport and certain bodies in response to an invitation from the County Council to submit observations. Of the maps and diagrams which illustrated the Report only Diagram 2 and Diagram 3 showing traffic intensity are reproduced in this volume, and will be found in the back pocket. Major road proposals are, however, shown on the Planning Basis Map¹. The Report is reproduced here with the omission of references to those maps and diagrams which are not included in this volume, such omissions being indicated in this chapter by stars. It has accordingly been necessary to make certain additions for reasons of clarity and these are printed in italics.

In advance of the general re-consideration to be given to the Report, the County Council has already made the following decisions since its adoption:—

- (a) With regard to the Express Arterial Dover Radial from Catford via Petts Wood St. Mary Cray, Swanley Junction and Cuxton which is suggested in the Greater London Plan, 1944, the County Council has agreed that it is desirable to make every effort to avoid interference with the residential district south of the railway at Petts Wood in the Orpington Urban District and that favourable consideration will be given to the possibility of siting any such road north of the railway.*
- (b) Approval has been given by the County Council to the inclusion in the Report of a proposal to construct, together with approaches, a new bridge over the River Stour and the adjoining railway at a point approximately 130 yards west of Grove Ferry and to widen and improve the existing road to Stodmarsh and Stourmouth if an increase in traffic warrants such widening and improvement.*

It should be borne in mind that, since the issue of the Report, there has been an increase in the mileage of Trunk Roads, Class III roads have been instituted, and the delegation of road functions to Rural District Councils has ceased.

INTRODUCTION

* In January, 1944, the Roads Committee formed the view that, it was desirable to (i) review the existing road facilities in the County, the traffic requirements, and the extent to which the existing road facilities are adequate or inadequate, and (ii) give consideration to the road works required to be undertaken to meet traffic requirements, so that improvements of the County's road system may proceed in proper sequence as finance and opportunity permits in accordance with a definite and co-ordinated programme.

* Much time and thought has since been devoted to the matter and the result is indicated in this report. It is desired to emphasise that the report is in the nature of a plan which, if approved by the County Council, should serve as a guide for many years to come. It is not intended to commit the County Council to the carrying out of any project or to any expenditure. There is no reason why there should not be from time to time, if the Council so wished, variations of the proposals contained in the report. It is considered however that it would be undesirable to make any such variations unless there were good grounds for doing so by reason of material alterations in circumstances.

¹ In back pocket.

* The field covered by the report includes the existing Trunk Roads, the county roads which the Government proposes by impending new legislation¹ to constitute as Trunk Roads, and the road proposals in the Greater London Plan. It will be appreciated that no review of the road system of the County would otherwise be complete and that improvements carried out in relation to Trunk Roads or the carrying out of road proposals in the Greater London Plan might have a considerable bearing on the matter of the improvement of the County roads, in respect of which the County Council is the highway authority.

* In framing recommendations regarding the road works required to meet the traffic requirements, it has been found most convenient to consider the roads throughout the County route by route, and to deal separately with the special needs of the towns.

* It will be noticed that few new roads have been suggested. In considering the relative merits of adapting an existing route and of constructing a new route in order to achieve a road of modern standards, the Committee has felt that regard should be had to the question of cost in each case and to the facts that (i) the work in relation to existing roads can be carried out by stages whereas in the case of new routes, the whole must be completed before any benefit is obtained, and (ii) experience has proved that more rapid progress can be made by improving existing routes. It should be borne in mind, however, that even if it would be cheaper to widen an existing route, greater accommodation for traffic would be afforded by the construction of a new route of the same standard as the widened route. Thus, if an existing road with a single 30 feet carriageway were to be made into a road with dual 30 feet carriageways, the additional accommodation would be 30 feet only, but if an entirely new highway with dual carriageways of 30 feet were to be constructed an additional 60 feet would result. This factor might justify the additional expenditure in some cases. Each case, however, needs to be considered on its merits.

GENERAL

Existing Road Facilities

(Route A 257) leading from Canterbury to Sandwich and Deal.

Routes A 20 and A 259, London—Wrotham—Maidstone—Ashford—Folkestone—Dover, with branches from Charing and Ashford both leading to Canterbury and Thanet.

Route A 21, London—Sevenoaks—Tonbridge—Lamberhurst and thence to Hastings, with a branch (Route A 26) to Tunbridge Wells.

Route A 25, which runs east and west, is also an A 233 and B 2026 Bromley—Westerham—Edenbridge and Cowden.

A 225 Dartford—Sevenoaks.

A 227 Gravesend—Wrotham—Tonbridge.

B 2001 and A 228 Isle of Grain—Rochester—Malling—Tonbridge.

A 229 Chatham—Maidstone—Hawkhurst.

A 249 and A 26 Isle of Sheppey—Key Street—Maidstone—Tonbridge—Tunbridge Wells.

A 251 Faversham—Ashford.

A 28 Canterbury—Ashford—Tenterden—Newenden, with a branch (Route A 262) leading from High Halden to Lamberhurst.

¹ The Trunk Roads Act, 1946.

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The mileages of County roads directly maintained by the County Council, claimed by Borough and Urban District Councils, and delegated to Borough, Urban and Rural District Councils are:—

	DIRECTLY MAINTAINED	CLAIMED	URBAN DELEGATED	RURAL DELEGATED	TOTAL
Trunk Roads	54.45	13.17			67.62 ¹
Class I Roads	363.50	142.09	42.87	.25	548.71 ¹
Class II Roads	187.53	75.37	38.47	122.00	423.37
Unclassified Roads ..	66.03	1.96	16.17	2690.25	2774.41
	671.51	232.59	97.51	2812.50	3814.11

Existing Roads

* The extent of the roads is considered to be adequate, but the width and accommodation are inadequate. A large proportion of the roads have no footpaths and the width between the fences is little in excess of that of the carriageway, whilst the width of the carriageways is less than desirable and necessary.

Of the unclassified roads, few have carriageways exceeding 16 feet in width, and at least half have carriageways 12 feet or less in width.

Despite these deficiencies little delay or congestion occurs with the week-day traffic, except in towns where, at the peak hour, some congestion is caused by the local traffic. Practically all the difficulties in the County arise from the week-end traffic to the coast.

The chief needs of the County are:—

- (1) To provide adequately for the week-end traffic to the coast.
- (2) To eliminate the congestion which occurs in the towns at peak hours.
- (3) The general improvement of the unclassified roads.

By-passes

* Wherever it has been impossible to obtain the requisite widths through the existing towns and villages without wholesale destruction of property, it has been the policy in the past to provide by-passes as near to the centre of the towns and villages as is practicable, and the Committee knows of no reason to revise that policy. The difficulties have been aggravated by ribbon development which took place from 1920-1932, so that now in many cases it is difficult to provide a by-pass for a single town, and often a group of towns and villages have to be considered as a unit to be by-passed, e.g., Medway Towns By-pass extending from Strood to Brenley Corner, and the South Orbital Road extending from Westerham to Wrotham.

Roads By-passed

* When a built-up area is by-passed it is possible that the necessity for improving the existing road may not be removed. The volume of week-day traffic using a by-pass seldom exceeds and is usually less than the volume which continues to use the old road because of the large proportion of traffic which is local, but a by-pass does provide for the coastal week-end traffic in an adequate manner. In most cases where by-passes are contemplated, or have been provided, the existing road may need improving as and when the opportunity occurs to provide adequately for the local traffic. When schemes for the improvement of existing routes in built-up areas are under consideration, it should be borne in mind that a narrow section of road in such an area often results in drivers reducing speed and using more care, thereby reducing the risk of accident.

Parkways

* In all cases where a road is to be widened or constructed and the necessary facilities exist, consideration should be given to the construction of a "parkway" in order to preserve the amenities of the County. Some suggestions regarding this will be made later.

The type of parkway treatment envisaged by the Committee is, in general, on the lines of the Greater London Plan, 1944, paragraph 160, which reads as follows:—

"The term 'Parkway' in this Report has a wide meaning; when applied to roads it is intended that to the traffic adequacy and the normal seemliness of design and

¹ The Roads Committee's Report was prepared in 1945. Under the Trunk Roads Act, 1946, the mileage of Trunk Roads has been increased to 149.67 miles by the addition of sections of Routes A 2 and A 259.

planting which every road should possess, is superadded a strip of open space which gives it a positive amenity value. It becomes, therefore, at once part of the communications and part of the park system."

The Committee further considers that the method of parkway treatment which should be adopted is not the acquisition of land on either side of long lengths of selected roads but rather the preservation or creation of amenities where desirable on any road at suitable points by means of the acquisition of appropriate areas of land or the securing of suitable control or rights in respect thereof. Consideration should be given to the making of provision for standing traffic at beauty spots such as the top of Wrotham Hill on Route A 20 and the top of Polhill on Route A 21.

Traffic Characteristics

* The road traffic of Kent has some unusual characteristics. Owing to river and sea boundaries on the northern and eastern sides there is little through traffic in the proper sense of the term and most traffic in Kent is for reasons of pleasure or business within the County and not for the purpose of passing through to other places. The London-Hastings Road, A 21, is the chief exception. There is no night traffic such as exists in the Midland Counties, and in normal times there are very few vehicles on the roads after midnight. The County's geographical situation between London and the sea causes a very heavy week-end pleasure traffic during the summer, and this is the dominating feature. Distances in Kent are small and, owing to the shortness of the journeys, the provision of roads specially constructed for high speed vehicles is not called for.

The only statistics available regarding the yearly variation of traffic are those taken quarterly on A 20 in 1938-39 at selected points. These indicate that the industrial traffic is practically constant throughout the year, and the summer increase is mainly due to private cars.

The summer week-day traffic appears to be about 50 per cent. greater than the winter week-day traffic. Week-day traffic has a peak of $1\frac{1}{2}$ to $1\frac{3}{4}$ times the average hourly flow, but for the summer Sunday traffic the peak is much more marked and may be as much as four times the Sunday average hourly flow. A special census has not been taken to illustrate that point, but on the Sidcup By-pass with an average hourly flow of 1,250 vehicles, a Sunday peak of 5,000 vehicles has been counted.

A detailed analysis of the periodical traffic records has been made, and the features disclosed are:—

- (1) There is a steady annual increase of traffic on all the main routes of the County which has close relationship to the number of motor vehicles registered, so that for any particular road it is possible to form an estimate of the ultimate traffic the road will carry, assuming pre-war development continues, and there are no exceptional local developments.
- (2) The great volume of summer week-end traffic from London to the coast, particularly Thanet.
- (3) The small amount of cyclist and pedestrian traffic except near towns and other centres of population.
- (4) Summer week-day traffic is reasonably constant from Monday to Friday, with a slight increase on Wednesday and Saturday, and a decrease on Sunday where there is no coastal traffic.

Diagram 2¹ illustrates the distribution of traffic over the main routes of the County. On the diagram the widths of the bands indicate the volume of traffic. The week-day traffic is shown black, additional Sunday traffic is shown dotted, and maximum cyclist traffic is shown hatched. It will be seen that the Sunday coastal traffic has three chief destinations:—

- (1) To Thanet (a) via London—Chatham—Faversham—Coastal Road, and (b) via London—Maidstone—Charing—Canterbury.
- (2) To Hastings via London—Sevenoaks—Tonbridge—Lamberhurst.
- (3) To Folkestone via London—Maidstone—Ashford—Folkestone.

There is a minor route to Dymchurch via Maidstone—Headcorn—Tenterden—New Romney—Dymchurch.

¹ In back pocket.

It will be noted also that the coastal towns between Thanet and Folkestone have no attraction to Sunday traffic, the Sunday traffic on the roads in that area hardly exceeding, and being frequently less than, the week-day traffic.

Future Development of Traffic

* The future development of road traffic will depend mainly upon the economic conditions after the war which cannot be foreseen with any accuracy.

Most of the products consumed by motor traffic are produced from abroad and the rate of the future development will depend upon those products being freely available to the public at economic prices. If the commodities are limited by economic conditions or Government control, traffic development will be accordingly restricted. This report has been prepared on the assumption that sooner or later restrictions will cease, and pre-war increase to saturation point will continue.

Future Volume of Traffic

* In 1926 the number of licensed motor vehicles was 1,729,505, increasing to 3,093,884 in 1938, an increase of approximately 120,000 yearly. In Great Britain in 1938 there was one motor vehicle to every 15 inhabitants and 17 vehicles per mile of road. In the United States the proportion of motor vehicles has reached one vehicle to 4 inhabitants. Owing to the different conditions, it is improbable that that standard will ever be attained in this country, but it is thought that one motor vehicle to every 8 or 10 of the population is possible, an increase of, say, 2,000,000 vehicles. This increase will be chiefly light pleasure traffic rather than the heavy industrial traffic, which is unlikely to increase to the same extent. If that number of cars is attained there will be an increase of about 50 per cent. in the traffic throughout the county, and it is suggested that a 50 per cent. increase on the 1938 traffic is a reasonable estimate of the ultimate traffic for which provision should be made. It will probably be attained in 20-25 years' time, which includes allowance for the post-war period and a lower rate of increase as saturation point is approached. To envisage road requirements it is necessary to consider not only the present maximum traffic on those roads but also the effect of contemplated improvements to the roads. The Committee has accepted the assumptions contained in this paragraph as the basis for consideration of road proposals.

Traffic Capacity of Carriageways

* From observation it has been found that the maximum capacity of a single line of traffic travelling freely is about 1,800 vehicles per hour, and the speed for that number is about 20 miles per hour. With speeds greater or less than that, the traffic capacity tends to diminish.

The only confirmation of that figure is that peak hour traffic at the rate of over 5,000 vehicles per hour has been recorded on the Sidcup By-pass A 20 at a time when the traffic travelling towards London occupied the whole width of 30 feet carriageway, leaving no room for the oncoming traffic. That figure is nearly a maximum and far more than desirable, but it is the condition existing and likely to persist for the coastal week-end traffic at the peak hour. Having regard to the short period of the peak (1-2 hours on Saturday and Sunday), there is no economic reason for providing greater accommodation, although considerations of safety render it very desirable that oncoming traffic should be eliminated by the provision of dual carriageways.

Week-day Traffic Standards

* For the everyday traffic, much lower figures must be used, and to give comfortable conditions for the week-day traffic, the following standards are suggested:—

A 22 feet carriageway is suitable for a maximum traffic up to 4,000 vehicles per day.

A 30 feet carriageway is suitable for a maximum traffic up to 6,000 vehicles per day.

Dual 22 feet carriageways are suitable for a maximum traffic up to 12,000 vehicles per day.

Dual 30 feet carriageways are suitable for a maximum traffic between 12,000 and 20,000 vehicles per day.

20,000-25,000 vehicles per day with the conditions in this County is the maximum for dual 30 feet carriageways, and when traffic reaches that figure alternative routes will become necessary. Carriageways with greater width than 30 feet are definitely undesirable.

* * * * * the standards proposed in this report allow for the provision of dual carriageways where the peak hour traffic is approximately 600 vehicles an hour.

Ultimate Requirements

* With a 50 per cent. increase on the 1938 traffic, the ultimate needs of the County will be:—

30 feet dual carriageways	A 2 London—Brenley Corner (Faversham). A 20 London—Maidstone, including Maidstone By-pass to A 249. A 249 from Maidstone By-pass to the Medway Towns By-pass. A 299 Brenley Corner—St. Nicholas. A 28 St. Nicholas—Brooks End. A 21 Bromley—Tonbridge—Lamberhurst. Dartford Tunnel Approach Road from the Tunnel to Farnborough. South Orbital—Westerham—Wrotham.
22 feet dual carriageways	A 2 Brenley Corner—Canterbury. A 20 from A 249 on Maidstone By-pass to Folkestone. A 253 St. Nicholas—Ramsgate.
Single 30 feet carriageway	All Class I roads in the County, including those by-passed (with the exception of those given below as needing 22 feet carriageways), together with the three following Class II roads:— B 2078 Maidstone—Headcorn—High Halden. B 2080 Tenterden—Brenzett. B 2189 Cranbrook By-pass.
Single 22 feet carriageway	A 251 Faversham—Ashford. A 260 Barham Downs—Folkestone. A 262 High Halden—Lamberhurst. A 265 Hawkhurst Moor—Wadhurst. A 291 Canterbury—Herne Bay. A 257 Canterbury—Sandwich. A 256 Sandwich—Temple Ewell. A 258 Deal—Dover. A 228 Malling—Mereworth. A 259 Brenzett—Rye. A 268 Hawkhurst—Newenden. All Class II roads not mentioned elsewhere.

Motorways

* The question of motorways (one purpose roads) is very debatable. It is considered that high-speed motorways with connections to the existing road system at infrequent intervals are not required in Kent, but, subject to what is stated below in regard to horse-drawn vehicles, there is scope for roads restricted to motor traffic only, if such are permitted by legislation. Such roads should be connected to the existing road system at convenient points, in fact, at all important road crossings. Roads which might come within this category are:—

South Orbital Road (Westerham—Wrotham),

Medway Towns By-pass (Strood—Brenley Corner),

Sevenoaks By-pass,

the proposed route (mentioned later in this report) from Dartford Tunnel Approach Road to Medway Towns By-pass, and possibly other by-passes.

The length of these routes is greater than the roads they duplicate, and pass largely through undeveloped areas. The greater distance will render the roads unattractive to cyclists, and there will be little pedestrian traffic arising from the undeveloped areas, in consequence of which cycle ways and footpaths on these roads, if provided, will be very little used. Cycle ways and footpaths on new by-passes with dual carriageways cost between 8 and 10 per cent.

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of the total, and their omission would enable considerable economies to be effected. If the necessary land is acquired, the construction of footpaths and cycle ways could be deferred until there is a definite proved demand for their provision.

* The number of horse-drawn vehicles on the roads in Kent is so small, that before deciding to exclude such traffic from any road proposed to be otherwise restricted to motor traffic, careful consideration should be given to the necessity for this course in the light of the expense involved, especially as horse-drawn traffic is on the roads at times when motor traffic is below the peak.

The numbers of horse-drawn vehicles in 1938 on a few roads selected at random were as follows:—

ROUTE NO.	SITUATION	VEHICLES PER DAY	HORSED VEHICLES PER DAY
A 2	$\frac{1}{4}$ mile west of Northumberland Bottom, Gravesend ..	3,913	1
A 2	Lydden Hill, Dover	1,619	1
A 20	$\frac{1}{2}$ mile west of Swanley Junction	8,763	7
A 20	Potters Corner north-west of Ashford, London— Folkestone Road	4,183	3
A 21	South of Knockholt, London—Hastings Road ..	5,151	5
A 25	$\frac{1}{4}$ mile east of Sundridge, Westerham—Sevenoaks Road	3,593	9
A 28	Sturry, Margate—Canterbury Road	3,095	11
A 299	Herne Bay, Coastal Road	3,566	2
A 206	Crayford, Dartford—Erith Road	2,477	43
A 226	Greenhithe, Dartford—Gravesend Road	2,084	9

If horse-drawn traffic were excluded from any road, it would be necessary to provide accesses under or over the road for farm vehicles. The cost of this is difficult to assess with any degree of accuracy, but some indication can be given. Such an access across a road 120 feet in width would cost about £3,000 apart from the cost of raising or lowering the road to accommodate the crossing and several such crossings might be required in a mile of road.

* In the section of this report which relates to the road proposals in the Greater London Plan, 1944, reference is made to the term "Express Arterial Road." It would appear that this type of road is intended to be for the exclusive use of motor vehicles, to attain such speeds as would be compatible with the safety, efficiency and enjoyment of the roads. It is intended to have a minimum number of junctions (by flyover roundabouts) with selected important all-purpose roads at intervals not closer than five miles. All other roads are intended to pass over or under the express arterial road. The Committee is advised that an express arterial road, as envisaged in the Greater London Plan, 1944, would cost at least 25 per cent. more than a road with the normal types of crossing. The Committee feels it desirable to draw attention to this financial aspect as the County Council might be expected to bear a considerable part of the cost of the roads proposed for Kent in the Greater London Plan. The Committee hopes, however, that the full cost of any such roads which might be constructed will be met from Central Funds.

Cyclists

* Cycle traffic raises many problems to which a definite answer cannot be given. In general, cycles are used for short journeys, and although there are over 10 million cycles in Great Britain, *i.e.*, one to every $4\frac{1}{2}$ persons of the population, very few are used for long journeys. Cycles are used daily for travelling to and from work by many, and by others for week-end recreation on short distances. Consequently cycle traffic is largely confined to the centres of population and there are few cycles on rural roads.

For example, the number of cycles passing over Rochester Bridge is 7,500 on week-days and 2,300 on Sundays, at Maidstone Bridge 6,500 week-days and 1,900 Sundays. Three miles from these towns the week-day cyclists are less than 500 and the Sunday cyclists 2,000 and 1,000 respectively. Week-day cyclist traffic is extremely local and confined to built-up areas.

Sunday cyclist traffic is very different and, like the Sunday motor traffic, is heaviest on the main roads out of London, *viz.*, A 2, A 20 and A 21. Instead of proceeding to the coast,

however, the larger part stops 15-20 miles from London at Chatham, Wrotham and Sevenoaks on the respective routes. On A 2 there is a considerable and fairly constant volume of cyclist traffic between Chatham and Faversham apparently originating from Chatham, Sittingbourne, Faversham and the intervening built-up areas. On the Coastal Road Sunday cyclists are less than 500 per day, week-day average being less than 200. On A 20 between Maidstone and Folkestone Sunday cyclists do not exceed 500 per day, except at towns. On A 21 between Sevenoaks and Lamberhurst the number varies from 500-800 per day. The only other route in the County with many Sunday cyclists is Key Street, Sittingbourne to Sheppey, with 1,300 per day, the week-day cyclists numbering 450.

In general the census of traffic was taken at intervals too far apart to give sufficiently detailed information relating to cyclists, and it is suggested that, as a principle, before cycle ways are provided, a census of traffic at frequent points is desirable to avoid unnecessary expenditure.

In the case of by-pass roads, there will be a great tendency for cyclists to use the old route unless the by-pass offers definite attractions such as easier gradients or shorter distances. If by-passes were constructed without cycle ways, a census of cycles could be taken when the by-pass is in use, which would indicate whether there is a real need for cycle ways.

It is considered that cycle ways will be justified on:—

- (1) A 2 from London—Rochester.
- (2) A 20 from London—Wrotham.
- (3) A 21 from London—Sevenoaks.
- (4) Tonbridge By-pass.
- (5) The Coastal Road, Brenley Corner—Margate, A 299.
- (6) From Key Street—Sheppey, A 249.
- (7) Maidstone—Chatham, A 229.
- (8) Sevenoaks By-pass, if not a "motors only" road (because of the steep hills on the existing route).
- (9) Part Sandwich—Deal Road (A 258) for colliery workers.

So far as can be foreseen, no other roads will need cycle ways except, perhaps, in the vicinity of collieries where there are at times great numbers of cyclists. Fortunately these sections are on roads with small volume of motor traffic, and so far no serious difficulties have arisen. Any large increase of motor traffic could easily render cycle ways necessary at such places.

The development of cyclist traffic is difficult to foresee, but as motor traffic increases, cyclist traffic should tend to diminish. There may be a great temporary increase of cyclists after the war if the use of cars is restricted, and cycle ways may become an urgent question from a road safety point of view.

Cycle ways give cyclists considerable safety as compared with the mixed traffic carriage-ways, and their provision may be justified on grounds of road safety when they are not justified economically. The Committee wishes to emphasise the desirability of providing cycle tracks where appropriate in the interests of both cyclists and motorists. Unless cycle ways are, however, used by a large proportion of cyclists, they will not greatly reduce the number of accidents, particularly as the accident rate for cyclists is higher in the urban areas.

To sum up, cycle ways are mainly required in and near towns, at which places it is most difficult to provide them.

TRUNK ROADS

* The proposal to extend and increase the Trunk Roads in the County will have some effect upon the County Council's organisation, but will scarcely affect the traffic or its development.

The mileage of the existing¹ Trunk Roads in the County is:—

A 2	1.10 miles
A 20	59.35 "
A 259	7.17 "
Total	67.62 "

¹ In 1945. The mileage of Trunk Roads has since been increased.

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and the mileage of roads proposed¹ to be Trunk Roads is:—

A 2	London—Dover Road		59·62	miles
A 259	Folkestone—New Romney—Rye		22·43	„
Total			82·05	„
GRAND TOTAL			149·67	miles

If the County Council is successful in its efforts to secure that the London to Hastings Road, A 21, becomes a Trunk Road pursuant to new legislation² contemplated by the Government, the mileage of 149·67 will be increased by 35·13 to 184·80.

Considerable alteration to the above routes will ultimately take place when the various by-passes are constructed, as the by-passes should become part of the Trunk Roads and the portions displaced by them should revert to Class I status. For example:—

A 20 should include new lengths of road at Swanley, Malling, Ditton and Larkfield, Maidstone, Ashford, Sellindge and Folkestone.

A 2 should include the Medway Towns By-pass (Strood—Brenley Corner).

A 21 (if made a trunk road) should include the Dunton Green, Riverhead, Sevenoaks, Tonbridge and Pembury By-passes.

A 259 is a route which carries little traffic except between Folkestone and Dymchurch. Between Folkestone and Dover the traffic does not exceed 3,000 vehicles per day. South of Dymchurch the traffic is about 1,400 vehicles per day during the week and 2,700 on Sundays. It is obvious that this volume of traffic does not justify great expenditure despite the admitted deficiencies of the road. Also, there will be great difficulty in widening the existing route to admit of accommodation suitable for a Trunk Road. If the proposed Coastal Route * * from Monkton to East Guldeford³ * * is brought into being there would be a strong case for the whole route from Brenley Corner—St. Nicholas—Sandwich—Temple Ewell—Lympe—Brenzett, to the County Boundary to be a Trunk Road. If, in addition, the portion of A 249 between the Medway Towns By-pass and the Maidstone By-pass is included, the Trunk Road system of the County would be fairly complete as it would then include (if Route A 21 is made a Trunk Road) all the main radial routes out of London and the Coastal route round the County.

SPECIAL PROBLEMS

Greater London Plan Area

* In the Greater London Plan, 1944, roads are classified as follows:—

Express Arterial Roads for the exclusive use of motor vehicles, to attain such speeds as would be compatible with the safety, efficiency and enjoyment of the roads. There would be a minimum number of junctions (by flyover roundabouts) with selected important all-purpose roads at intervals not closer than five miles. All other roads are intended to pass over or under the express arterial road.

Arterial Roads for the exclusive use of motor vehicles with more frequent junctions with the existing road system than is intended in respect of express arterial roads.

Sub-Arterial Roads, for all classes of traffic, *i.e.*, all-purpose roads. They include certain existing roads now designated by the Ministry of War Transport as Class I and Class II, with diversions and new links at places and also certain proposed new roads.

Local Roads, comprising all other roads.

The proposals in the Greater London Plan, 1944, which affect Kent are mentioned below.

* * * * *

THE EXPRESS ARTERIAL “D” RING. DARTFORD TUNNEL—DARENTH—PRATT’S BOTTOM—FARTHING STREET.⁴

DARTFORD TUNNEL APPROACH ROAD

* * * * * the “D” Ring Road in the Greater London Plan *
commences at the Dartford Tunnel and for a distance of eight miles follows closely the line of

¹ In 1945. These sections are now Trunk Roads.

² The Trunk Roads Act, 1946. A 21 is not a Trunk Road.

³ See pages 55–56.

⁴ See page 37.

the County Council's pre-war proposal for a Tunnel Approach Road between the London to Dover Road, A 2, and the London to Hastings Road, A 21, at Farnborough. At a point about two miles south of Swanley Junction, the "D" Ring Road deviates to the south of the Tunnel Approach Road, passes through Well Hill, crosses the Orpington By-pass, A 224, south of Chelsfield, crosses the London to Hastings Road, A 21, at Pratts Bottom, bears west and passes to the north of the village of Downe, crosses the Bromley to Westerham Road, A 233, north of Leaves Green and the County Boundary near Higham Hill, and continues into Surrey on the south side of Croydon.

The present proposal for passing under the River Thames is that there should be two tunnels for vehicles, each tunnel to be of a diameter of 30 feet and to accommodate two lines of traffic. One of such tunnels was commenced prior to the War. Provision is made in the Greater London Plan for two parallel roads from the London to Dover Road, A 2, at Dartford northwards to and under the Thames, namely, the "D" Ring Road and a sub-arterial or all-purpose road * * * * * The tunnel commenced prior to the War is intended to be utilised for the sub-arterial road. The other tunnel is suggested to be of the same size as the Mersey Tunnel (approximately 56 feet in diameter) to accommodate four lines of traffic for the "D" Ring Road. The tunnels in the Greater London Plan are shown as extending from the London to Dover Road, A 2 (2½ miles from the centre of the river) to a point on the Essex side 1½ miles from the centre of the river. This length of tunnel would cost a prohibitive sum to construct and appears to be unnecessary except for the purpose of eliminating all road crossings where the "D" Ring Road passes through on the eastern side of Dartford.

The Committee is of the opinion that an express arterial road on the line of the "D" Ring Road is not required. The Dartford Tunnel Approach Road should be constructed between A 2 at Dartford and A 21 at Farnborough as an all-purpose road on the line contemplated by the County Council before the War. The Tunnel Approach Road would connect with the road (in this report referred to as "the Tunnel Road") between A 2 and the tunnel entrance, which road is proposed to be constructed in conjunction with the tunnel.

Full details have been prepared for the Tunnel Approach Road to be constructed of a width of 120 feet. Since that was done, the Ministry of War Transport has suggested that parts of the Tunnel Approach Road should be constructed as a parkway. If constructed as now planned, the Tunnel Approach Road will be a very uninteresting route due to the long straight lengths and gradients, and parkway treatment should be adopted where possible, subject to the cost not being prohibitive. It may be that this road, when completed, will assume the importance of a Trunk Road.

If there is in the future to be any new road, whatever its nature, connecting with the Tunnel Approach Road and proceeding in a westerly direction, it is preferable, subject to any views which the Surrey County Council and the Croydon County Borough Council may express, that any such new road should connect with the Tunnel Approach Road in the vicinity of Farnborough and proceed on * * * * * a line about a mile north of the "D" Ring route.

The Committee is also of opinion that the proposal contemplated before the War for two tunnels for general traffic under the river is preferable to those outlined in the Greater London Plan.

THE "E" RING PARKWAY * * * SUB-ARTERIAL ROAD.¹

* * * * * the "E" Ring Road in the Greater London Plan * is on the line of part of the South Orbital Road and is one which was contemplated by the County Council before the War. It should, when proceeded with, be constructed as far as possible as a parkway and should, if the "D" Ring Road is not to be constructed as a whole, have a suitable connexion with the Tunnel Approach Road. Such a connexion would be via the London to Hastings Road, A 21, and the Orpington By-pass, A 224.

THE EXPRESS ARTERIAL DOVER RADIAL. CATFORD—PETTS WOOD—ST. MARY CRAY—SWANLEY JUNCTION—CUXTON²

* * * * * in Kent this route forms an entirely new road. * * * This route enters Kent east of the railway near Ravensbourne railway station and passes over Farnaby Road and Beckenham Lane to the east of Shortlands railway station at a raised level. The route

¹ See Page 37.

² See Page 37 and the comments introducing this Chapter, on page 39.

passes under the London to Hastings Road, A 21, north of Bromley South railway station, proceeds eastwards at rail level to the Bromley Gas Works, where the two carriageways divide for separate rail crossings but join again on the southern side of the railway to proceed at raised level over the southern approach to Bickley Junction railway station. * * *

* * * The express arterial road then passes over the railway junctions to the west of Petts Wood and continues on the south side of the railway to St. Mary Cray, where it crosses over the Orpington By-pass, A 224, and the Orpington to St. Mary Cray Road, A 223. Continuing parallel to the railway, it crosses the Swanley to Crockenhill Road, B 258, north of Crockenhill and proceeds to Swanley Junction where it is suggested that it should be carried over the junction of the London to Folkestone Road, A 20, and the "D" Ring Road (Tunnel Approach Road) by a flyover bridge. Proceeding in an easterly direction north of Farningham By-pass the route continues * * * below Meopham Green to Cuxton, over the River Medway and on to Faversham where it bifurcates to (1) Canterbury as a new one-purpose route and (2) the Coastal Road, A 299 (sub-arterial) to Thanet.

* * * *The part of the road from Catford to Swanley Junction* will be difficult and expensive to construct, but it appears to be the cheapest and possibly the only practicable route for a new road out of London to Kent. The Committee is advised that if motor traffic increases to the extent suggested in this report, this part of the route will become a necessity at an early date.

* * * *The part in Beckenham and Bromley* is on almost the only available route for a by-pass to divert traffic on the London to Hastings Road, A 21, from the centre of Bromley. It would not, however, act as such a by-pass because there would be no connexion at the crossing of the London to Hastings Road, A 21, north of Bromley South railway station where a flyunder is intended. The Committee considers that a connexion to the London to Hastings Road should be made at that point, so that the route can become an effective by-pass to Bromley. This would not cause serious interference with the route's primary purpose as an outlet from London.

There will be considerable advantage in * * * *reserving this road* to motor traffic as such a road requires less width than an all-purpose road and will be easier to obtain in the built-up areas near the London County boundary. It could with advantage have limited connexions to the existing road system, inasmuch as being connected with the "B" and "C" ring roads proposed in the County of London Plan, it will take traffic direct from London beyond the County boundary to Swanley without congesting the existing road system.

There will be some difficulty in deciding where * * * *the road* should join the Tunnel Approach Road. The best place appears to be at or near the junction of A 20 and the Tunnel Approach Road, but that is the point contemplated for the junction of the Tunnel Approach Road with the Swanley By-pass on the line contemplated for the by-pass before the War. Possibly * * * *the express arterial road* could join the Swanley By-pass before reaching the Tunnel Approach Road or be diverted to join the Tunnel Approach Road some distance south of A 20. The Committee does not agree with the proposal contained in the Greater London Plan that * * * *it* should pass over the Tunnel Approach Road. It considers that a connexion to the Tunnel Approach Road is essential to the proper distribution of traffic.

* * * a number of existing and proposed new routes converge in the vicinity of Swanley Junction. The Committee appreciates that the details of construction will need careful consideration at a later date and that some modification of the general views expressed in this report may be necessary in relation to the action to be taken in the vicinity of Swanley Junction with respect to the routes affected.

With regard to * * * *the eastern section of this route* the Committee considers that any new road from the convergence of roads in the vicinity of Swanley Junction to Cuxton should not be an express arterial road, although it might be restricted to motor traffic if future legislation so allows. It is felt that any such new road should, in the vicinity of Swanley Junction connect with the Tunnel Approach Road north of A 20, rather than at the junction of A 20 and the Tunnel Approach Road, and should follow * * * a line * * * to the north of that proposed in the Greater London Plan. The line suggested by the Committee passes through the northern part of the area at Meopham in which the Greater London Plan suggests a satellite town should be sited whereas the route in the Greater London Plan passes through the southern part of such area. * * * the Committee visualises that it will not be necessary to construct this part of the route unless

and until the London to Dover Road, A 2, and the London to Folkestone Road, A 20, widened to 120 feet and provided with the by-passes proposed, become used to their full capacity.

WEST WICKHAM—BROMLEY—ORPINGTON—SWANLEY¹.

* * * * * the Committee has given consideration to a route (not included in the Greater London Plan) which was suggested in 1932, and of which parts have been constructed in the Boroughs of Beckenham and Bromley and in the Orpington Urban District, for a new road, 60 feet in width, commencing at West Wickham, proceeding in a north-easterly direction, crossing the Hayes to Bromley Road, B 265, continuing in an easterly direction crossing the Southern Railway north of Petts Wood station, the Orpington By-pass, A 224, immediately south of Manor Farm, the Orpington to St. Mary Cray Road, A 223, south of the railway, and the Swanley to Crockenhill Road, B 258, near Green Court, and connecting with the Tunnel Approach Road at Wested.

This route is in the vicinity of, and runs to some extent in the same direction as, * * * * * the western part of the express arterial route described in the last section. Unlike * * * * * that route, however, it is intended as a sub-arterial or all-purpose road and will serve an entirely different function * * * * *

Consideration has been given to an alternative route for the eastern end of the route which is the subject of this paragraph. Such alternative route diverges from the original line about half a mile west of the Orpington By-pass and thence runs south of the original route, passes south of Crockenhill and joins the Tunnel Approach Road half a mile south of Wested. Both the original route and the alternative route pass through housing sites proposed by the Orpington Urban District Council and the District Council considers that the alternative route should be adopted. With this view the Committee agrees and it is understood that the Ministry of War Transport is also likely to agree. The Committee also agrees with a suggestion of the Ministry that provision should be made for a width of 80 feet in respect of the alternative route at the eastern end of the road so that cycle tracks may be constructed should they ultimately be needed.

WOOLWICH—CRAYFORD—SWANSCOMBE—SOUTH OF GRAVESEND—NORTHUMBERLAND BOTTOM. SUB-ARTERIAL ROAD¹.

* * * * *

* This route follows generally from Woolwich to Gravesend the line of the Greenwich to Dartford Road, A 206, and the Crayford to Strood Road, A 226. It enters the County at the Woolwich Borough boundary, passes along A 206 through Erith to A 2016 (Fraser Road), along A 2016 and A 220 (Pier Road), rejoins A 206 at High Street, Erith, and then along Northend Road, Crayford, to the Dartford Borough boundary. At this point a new road is suggested which would form a northern by-pass to Dartford. Such new road crosses Dartford Creek and joins A 226 near Horns Cross, Stone. The route then follows A 226 through Swanscombe and Northfleet to the junction with the Northfleet to Gravesend—Chalk Road, B 261, passes along B 261 to Perry Street Road (unclassified) and along that road and Cold Harbour Road (unclassified) to join the London to Dover Road, A 2, west of Northumberland Bottom.

Some parts of this route are substantially built-up. It is the main traffic route through the district but the traffic is local and not really heavy, the 1938 census of traffic showing the following variations:—

	A 206 AT HIGH STREET ERITH	A 206 NEAR THE DARTFORD BOROUGH BOUNDARY	A 226 NEAR HORNS CROSS
Average week-day traffic ..	1,113	3,220	2,070
Sunday traffic	549	1,778	2,168
Cyclists	2,486	1,612	1,429

Approximately 40 per cent. of the traffic is classed as commercial. As the existing route is fairly fully developed, there is no reason to anticipate more than normal traffic increase. The Committee approves the proposal to regard the route as a sub-arterial one, although owing to the built-up nature of the area, it will make little difference to the traffic using the road or the future widening thereof. Some parts of the route between Erith and Dartford can be widened to * * * 80 feet * * * *

The suggested new road to the north of Dartford between A 206 and A 226 would possibly give some relief to traffic in the centre of Dartford but such a road will not be required

¹ See Page 37.

and until the London to Dover Road, A 2, and the London to Folkestone Road, A 20, widened to 120 feet and provided with the by-passes proposed, become used to their full capacity.

WEST WICKHAM—BROMLEY—ORPINGTON—SWANLEY¹.

* * * * * the Committee has given consideration to a route (not included in the Greater London Plan) which was suggested in 1932, and of which parts have been constructed in the Boroughs of Beckenham and Bromley and in the Orpington Urban District, for a new road, 60 feet in width, commencing at West Wickham, proceeding in a north-easterly direction, crossing the Hayes to Bromley Road, B 265, continuing in an easterly direction crossing the Southern Railway north of Petts Wood station, the Orpington By-pass, A 224, immediately south of Manor Farm, the Orpington to St. Mary Cray Road, A 223, south of the railway, and the Swanley to Crockenhill Road, B 258, near Green Court, and connecting with the Tunnel Approach Road at Wasted.

This route is in the vicinity of, and runs to some extent in the same direction as, * * * the western part of the express arterial route described in the last section. Unlike * * * that route, however, it is intended as a sub-arterial or all-purpose road and will serve an entirely different function. * * *

Consideration has been given to an alternative route for the eastern end of the route which is the subject of this paragraph. Such alternative route diverges from the original line about half a mile west of the Orpington By-pass and thence runs south of the original route, passes south of Crockenhill and joins the Tunnel Approach Road half a mile south of Wasted. Both the original route and the alternative route pass through housing sites proposed by the Orpington Urban District Council and the District Council considers that the alternative route should be adopted. With this view the Committee agrees and it is understood that the Ministry of War Transport is also likely to agree. The Committee also agrees with a suggestion of the Ministry that provision should be made for a width of 80 feet in respect of the alternative route at the eastern end of the road so that cycle tracks may be constructed should they ultimately be needed.

WOOLWICH—CRAYFORD—SWANSCOMBE—SOUTH OF GRAVESEND—NORTHUMBERLAND BOTTOM. SUB-ARTERIAL ROAD¹.

* * * * * This route follows generally from Woolwich to Gravesend the line of the Greenwich to Dartford Road, A 206, and the Crayford to Strood Road, A 226. It enters the County at the Woolwich Borough boundary, passes along A 206 through Erith to A 2016 (Fraser Road), along A 2016 and A 220 (Pier Road), rejoins A 206 at High Street, Erith, and then along Northend Road, Crayford, to the Dartford Borough boundary. At this point a new road is suggested which would form a northern by-pass to Dartford. Such new road crosses Dartford Creek and joins A 226 near Horns Cross, Stone. The route then follows A 226 through Swanscombe and Northfleet to the junction with the Northfleet to Gravesend—Chalk Road, B 261, passes along B 261 to Perry Street Road (unclassified) and along that road and Cold Harbour Road (unclassified) to join the London to Dover Road, A 2, west of Northumberland Bottom.

Some parts of this route are substantially built-up. It is the main traffic route through the district but the traffic is local and not really heavy, the 1938 census of traffic showing the following variations:—

	A 206 AT HIGH STREET ERITH	A 206 NEAR THE DARTFORD BOROUGH BOUNDARY	A 226 NEAR HORNS CROSS
Average week-day traffic ..	1,113	3,220	2,070
Sunday traffic	549	1,778	2,168
Cyclists	2,486	1,612	1,429

Approximately 40 per cent. of the traffic is classed as commercial. As the existing route is fairly fully developed, there is no reason to anticipate more than normal traffic increase. The Committee approves the proposal to regard the route as a sub-arterial one, although owing to the built-up nature of the area, it will make little difference to the traffic using the road or the future widening thereof. Some parts of the route between Erith and Dartford can be widened to * * * 80 feet * * *

The suggested new road to the north of Dartford between A 206 and A 226 would possibly give some relief to traffic in the centre of Dartford but such a road will not be required

¹ See Page 37.

for many years. The crossing of Dartford Creek will require a high level bridge or one with an opening span and the route would cross the Tunnel Road if the Tunnel is constructed in accordance with the proposals approved before the War. The length of new road should have a width of 120 feet.

It is understood that the use of Perry Street Road and Cold Harbour Road, Northfleet, as an outlet to the London to Dover Road, A 2, has already been considered by the Northfleet Urban District Council in connexion with the District Council's housing estate. It is also understood that the District Council has decided to provide for a width of 80 feet. There are already three Class II roads (B 2174, B 259 and B 2175) which divert traffic from A 226 to A 2 without the necessity for such traffic to pass through Gravesend. The development of Perry Street Road and Cold Harbour Road as a traffic route will, therefore, probably have little effect on the traffic distribution. The Committee, therefore, considers that the proposal for the development of these two roads as a through traffic route should not be regarded as a County project.

*THE LONDON—DOVER ROAD, A 2, IN THE GREATER LONDON REGION. * **
** * * SUB-ARTERIAL ROAD.¹*

* This route enters Kent at the Woolwich Borough boundary and follows Rochester Way, Bexley, A 2, to a point half a mile west of the junction with Princes Road, Dartford. It is suggested that from this point there should be a diversion on the southern side which would by-pass the cross roads at the junction of Rochester Way and Princes Road, Dartford, and so straighten the route. Such a diversion would create two "Y" or "T" junctions in place of the signal controlled crossing at the junction of Rochester Way and Princes Road and the safety element would not be very much affected. The construction of the diversion would necessitate the demolition of a considerable number of properties and the abandonment of a housing site in the Borough of Dartford on which the roads have already been laid out and partly constructed. Such housing site is intended for one of the Borough Council's early post-war schemes. The advantage to be gained from the suggested diversion is very slight and the Committee considers that it should not be approved.

The remainder of the route follows A 2 and calls for no comment. The route is already one of the major routes out of London and the normal development of traffic is unlikely to be affected by any routes in the Greater London Plan.

*LINK ROAD BETWEEN A 2 AND THE DOVER RADIAL, NEAR COBHAM. * **
** * * SUB-ARTERIAL ROAD.¹*

* This route is suggested to connect the London to Dover Road, A 2, to the express arterial road proposed in the Greater London Plan as the Dover radial referred to above. *

This route will serve the same purpose as the portion of the Medway Towns By-pass between the London to Dover Road, A 2, and the proposed new road * * * * * between Swanley and Cuxton. The Committee does not consider that the proposal for this route should be approved.

ELTHAM—FARNINGHAM—WROTHAM HEATH. SUB-ARTERIAL ROAD.¹
** * **

* This route enters Kent at the Woolwich Borough boundary at Eltham and follows generally the London to Folkestone Trunk Road, A 20, with some diversions.

Instead of passing along Sidcup By-pass, A 20, it is shown as following A 211 through a completely built-up and congested area via Main Road, High Street and Sidcup Hill, Sidcup, and Footscray High Street to Ruxley Corner. It would be most difficult and expensive to widen this part of the proposed route to a width suitable for the Trunk Road and the Committee considers that the route should pass along Sidcup By-pass which forms part of the existing Trunk Road.

The route again follows A 20 between Ruxley Corner and Birchwood Corner, and then a by-pass to Swanley Junction (which follows an unclassified road for part of its length) is shown on the northern side of the built-up area, rejoining A 20 near Pedham Place at the point where the Tunnel Approach Road crosses A 20. From Pedham Place the route follows the existing Route A 20 towards Maidstone.

¹ See comments of the Ministers of Transport and of Town and Country Planning on the Dover Radial on page 37.

With reference to the proposal to by-pass Swanley Junction on the north side, detailed plans have already been prepared and approved by the Ministry of War Transport for widening A 20 from the County boundary at Eltham to a point west of Swanley Junction and for constructing a by-pass on the southern side of Swanley Junction. It would appear that the proposal for a by-pass on the northern side of Swanley Junction has been included in the Greater London Plan because part of the line of the southern by-pass is required for the *
 * *new Dover Radial proposed* * * * in the Greater London Plan for an express arterial road.
 * * * The proposal for a northern by-pass has no advantage over the scheme already prepared for a southern by-pass and the Committee considers that the proposal for a southern by-pass should be adhered to.

LONDON—HASTINGS. SUB-ARTERIAL ROAD.¹

* * *
 * This route commences on * * * * *
 * * the *Dover Radial* at or near the London to Hastings Road, A 21, by Bromley South railway station. A by-pass is proposed to the west of A 21 from Bromley South railway station to near Oakley House, north of the junction with the Bromley to Westerham Road, A 233. South of that point it follows A 21 to Farnborough, along Farnborough By-pass to the proposed termination of the Tunnel Approach Road. The route then passes along the Tunnel Approach Road to Chelsfield and along the Orpington By-pass, A 224, to Halstead and then follows the existing A 21 to Dunton Green. The Committee is of opinion that the suggested by-pass between Bromley South railway station and Oakley House is not necessary as the existing road can be effectively widened.

At a point north of Dunton Green a by-pass on the west side of Sevenoaks commences and follows the line of that approved by the County Council. Circumstances have made it desirable to investigate further the siting of the northern part of the by-pass and consideration is now being given to * * * * * a line farther west.

Consideration has already been given by or on behalf of the Council to by-passes for Sevenoaks and Tonbridge and it has been contemplated that such by-passes, when constructed, should join the existing A 21 and that there should be a length of existing road between them. The Greater London Plan shows the Sevenoaks By-pass at its southern end being carried over A 21 and continuing as a new route forming a by-pass for Tonbridge on the east side. The Committee agrees that, if the Tonbridge by-pass is to be on the eastern side, the two by-passes should form a continuous length of road though not necessarily on the route shown in the Greater London Plan, and should be carried over A 21. It is considered, however, that there should be a connexion with A 21 at the point of crossing.

CRYSTAL PALACE—HIGHAM HILL—EDENBRIDGE. PARKWAY. SUB-ARTERIAL ROAD.¹

* * *
 * This route is an almost entirely new one on the borders of Kent and Surrey and is suggested to be a parkway. It enters Kent in the Penge Urban District, follows generally the line of the County boundary partly in Kent and partly in Surrey, crosses over the Wrotham Heath to Limpsfield Road, A 25, west of Westerham, passes along the unclassified road by Squerrys Court and the South Croydon to Four Elms Road, B 269, and continues along the Westerham to Maresfield Road, B 2026, in the direction of Edenbridge.

This route will be a most valuable one, and the Committee considers that it should be approved, subject to consideration being given to the possibility of siting in Surrey the section of the route south of A 25 and situate between Squerrys Court and B 269, or alternatively constructing one carriageway on this section of the route and another further to the west. This is desirable from an amenity point of view.

The construction of this route would relieve traffic on the West Wickham to Wandsworth Common Road, A 214, the Farnborough to Ewell Road, A 232, the Widmore to Keston Road, B 265, and the Bromley to Westerham Road, A 233.

NEW ELTHAM—BICKLEY—WEST WICKHAM—SANDERSTEAD. SUB-ARTERIAL ROAD.¹

* * *
 * This is a cross-country route, suggested as a parkway from New Eltham via Bickley, Bromley, Croydon and Mitcham to the Kingston By-pass. It commences on the London to

¹ See Page 37.

Folkestone Road, A 20, in the Metropolitan Borough of Woolwich and passes along the Eltham to Chislehurst Road, B 263, to Camden Corner, Chislehurst, along the Bexley to Croydon Road, A 222, to Bickley Junction railway station and along part of Blackbrook Lane (unclassified), and thence by a new road across the Golf Course to the London to Hastings Road, A 21, * * * * *

* * * It then continues as a new road to Hayes Common, meets the Farnborough to Ewell Road, A 232, and continues along that road and the West Wickham to Sanderstead Road, B 268, to the County boundary.

The traffic on this route, if constructed, will be largely local in character, and the Committee, therefore, considers that it should not be regarded as a County project.

London-Thamet Traffic

* On A 2, from London to Faversham, the maximum traffic is reasonably uniform, varying from 14,000 vehicles per day at Gravesend to 13,000 per day at Faversham. Beyond Faversham the traffic divides at Brenley Corner, A 299, and there are about 10,000 vehicles per day on the Coastal Road, and 3,000 vehicles on the Canterbury Road.

On Route A 20 the maximum traffic varies uniformly from 20,000 vehicles per day at Sidcup to 13,500 per day at Charing. At Charing the traffic divides, with approximately 8,000 vehicles per day between Charing, Chilham and Canterbury, and 7,000 vehicles between Charing and Ashford. At Chilham traffic from Ashford joins the route, bringing the total from Chilham to Canterbury to 8,500 vehicles per day. At Canterbury this traffic joins that from A 2 and, with the traffic arising in Canterbury, continues towards Margate on A 28 with approximately 9,500 vehicles per day. At St. Nicholas, west of Margate, the Coastal Road traffic joins, and about 9,800 vehicles proceed to Margate and 5,800 to Ramsgate.

The London—Maidstone—Canterbury road is considerably longer than the Chatham—Faversham—Margate route, traffic being attracted to the longer route because the journey can be accomplished in less or equal time owing to the improvements which have been carried out on A 20 in recent years.

When the Medway Towns and Maidstone By-passes are constructed both routes will cross A 249 between Maidstone and Key Street at points approximately five miles apart. The shortest route from London via Maidstone to Thanet will then be via Maidstone By-pass to A 249, along A 249 to the Medway Towns By-pass, thence to Brenley Corner and the Coastal Road.

The Committee considers that (i) when the above-mentioned by-passes have been constructed, the quickest route from the west of Maidstone to Margate will be as indicated above, and (ii) the Maidstone to Key Street route will receive a great deal of traffic which at present travels via Canterbury, and this route will have to be widened and provided with dual carriageways, which the present traffic does not warrant. The Committee also feels that the traffic through Canterbury will be reduced to such an extent as to render a Canterbury By-pass or Outer Ring Road of secondary importance and of little value in dealing with the remaining traffic problems of that City.

This will, it is felt, be the greatest traffic transfer in the County and will doubtless take place whether or not it is encouraged by the widening of A 249.

A general transfer of traffic is likely to be caused by the construction of the Dartford Tunnel Approach Road, which will tend to distribute traffic between A 2, A 20 and A 21. There will be a definite tendency for traffic from Farnborough to Maidstone to travel via A 20 instead of A 21 and A 25, because of the better conditions on the former route.

The effect of these traffic transfers will be to concentrate most of the Sunday traffic to Thanet on to one route between A 249 and Thanet. The Coastal Road will then carry a traffic of approximately 15,000 vehicles per day on the 1938 basis, or 22,500 vehicles ultimately. This is about the maximum capacity of a 30 feet dual carriageway road, and when this figure is reached, there may be a tendency for the coastal traffic to revert to the old route through Canterbury.

Diagram 3¹ shows the anticipated traffic of the County, when the Medway Towns and Maidstone By-passes are constructed, on the basis of the 1938 volume of traffic.

¹ In back pocket.

The traffic on the three main routes out of London at the points where the greatest congestion occurs at present will be:—

				1938 TRAFFIC	ULTIMATE TRAFFIC 50 PER CENT. ABOVE 1938 TRAFFIC
A 2	Dartford	..	..	15,000	22,500
A 20	Sidcup By-pass	..	..	20,600	31,000
A 21	Green Street Green	..	..	10,500	15,800
	South of Sevenoaks	..	..	12,400	18,600

If 20,000 vehicles per day is taken as the maximum for 30 feet dual carriageways, they will suffice on A 21, on A 2 that accommodation would be slightly, but not greatly, overloaded, whilst A 20 will be impossibly congested and a new exit from London appears to be essential. In this connexion reference is made to * * * * the express arterial Dover Radial road proposed in the Greater London Plan. If this route * * * is constructed and, as suggested by the Committee, connects with the Tunnel Approach Road, the latter will act as a distributing road between A 2, A 20 and A 21. The Thanet traffic will then use A 2 and A 20 as at present until both roads are used to capacity. When that occurs a new motor road from the Dartford Tunnel Approach Road to the Medway Towns By-pass will be necessary and the suggested route for this is that proposed * * * as an alternative to the eastern section of the express arterial route. * * * Such a road would relieve both A 20 and A 2 and increase the volume of traffic on a section of the Medway Towns By-pass which will not be used to capacity. The route suggested has not been investigated in detail but there are no insuperable obstacles and a satisfactory route for a road 120 feet wide should be preserved.

It will be observed that the problem in relation to traffic between London and Thanet is very closely connected with the question of the provision to be made for the traffic between London, Folkestone and Dover, as before the War a large volume of the Thanet traffic used the London to Folkestone to Dover Trunk Road between London and Charing. It is considered, therefore, that the two matters should be dealt with together.

The Committee's proposals may be described briefly as follows:—

- (a) The improvement of the London to Folkestone to Dover Trunk Road (A 20 and part A 259) to a width of 120 feet with dual carriageways, such carriageways to be of a width of 30 feet between the London area and the junction with Route A 249 and from thence eastwards of a width of 22 feet. The improvement would comprise the provision of new lengths of road (some or all of which might be restricted to motor traffic if future legislation so allows) at Swanley, Malling, Ditton and Larkfield, Maidstone, Ashford, Sellindge and Folkestone, and the widening for use by all classes of traffic of the lengths of road not by-passed.
- (b) The improvement of the London to Dover Road, A 2, between London and the junction with the Coastal Road, A 299, at Brenley Corner and of the Coastal Road, A 299, to a width of 120 feet with dual carriageways of 30 feet each. The improvement would comprise the provision of a new length of road (which might be restricted to motor traffic if future legislation so allows) usually known as the Medway Towns By-pass, by-passing the length of the existing Route A 2 from a point west of the Medway Towns to Brenley Corner, and the widening for use by all classes of traffic of the lengths of road not by-passed. The width of 120 feet cannot be secured, without considerable interference with development, in respect of a short length of the Dartford Southern By-pass, A 2, which is situate immediately east and west of Route A 225 and it may be that many years must elapse before this length of road can be widened from its present width of approximately 50 feet.
- (c) The improvement (including a by-pass at Detling) to 120 feet with dual carriageways of 30 feet each, of the Maidstone to Sheerness Road, A 249, between the Maidstone By-pass (Route A 20) and the Medway Towns By-pass (Route A 2), it being considered that traffic leaving the London area on Route A 20 and proceeding to Thanet will make use of this short link to pass from the Maidstone By-pass to the Medway Towns By-pass and thence along Route A 2, so avoiding the City of Canterbury.

- (d) The widening to 100 feet, as practicable, of Route A 2 between Brenley Corner and Dover, except in the City of Canterbury, and the provision between Brenley Corner and Canterbury of dual carriageways each of a width of 22 feet. It is contemplated that between Canterbury and Dover it will be necessary to provide in the first instance only one carriageway which would have a width of 30 feet.
- (e) As and when the volume of traffic warrants it, the construction of a new length of road (which might be restricted to motor traffic if future legislation so allows) from the Dartford Tunnel Approach Road to join the Medway Towns By-pass on the west side of the river. It would be 120 feet in width and have dual carriageways of 30 feet each.

The Committee has borne in mind that, although some action is necessary to prevent the congestion of traffic which occurred before the War in the various towns affected by the week-end summer traffic to Thanet, yet nevertheless the number of days on which serious congestion occurred was not a very large proportion of the number of days in the year. Moreover, there is the need for making proper provision, according to modern standards, for the normal traffic using the roads affected. It is a matter for careful consideration whether, unless no other course is available, considerable expenditure should be incurred in improving or altering the county road system in such a way that it would cater primarily for the London to Thanet traffic and very little or not at all for other traffic. It is the opinion of the Committee that its proposals are satisfactory in the light of the foregoing tests, especially when it is borne in mind that it is proposed that the suggested new roads shall connect with the existing road system at all important road crossings.

Canterbury City

* Prior to the construction of the Coastal Road, opened 1933, most of the traffic to Thanet passed through the City, entering from A 2 and A 28 and all leaving along A 28 towards Sturry. The Coastal Road now takes the majority of the Sunday traffic which formerly entered from A 2. The Sunday traffic on A 2 from Brenley Corner to Canterbury and on to Dover is little in excess of the week-day traffic. The relief thus obtained is considerable, but there is still a large volume of traffic which enters the City from the direction of Maidstone along A 28. A consideration of the traffic census taken at Sturry for the years 1931, 1935 and 1938 illustrates this:—

			1931	1935	1938
Week-day vehicles	..	..	4,300	5,100	4,900
Sunday vehicles	..	..	8,500	11,100	7,500
Cyclists (Sunday)	..	..	1,000	1,100	1,300

These figures clearly show the diminished Sunday traffic through the City due to the construction of the Coastal Road. The Sunday traffic entering the City from the direction of Maidstone A 28 was about 8,500 vehicles per day in 1938, and it is anticipated that when the Medway Towns and Maidstone By-passes are in operation, with the link between the two by-passes, the Sunday traffic through the City from A 28 should be reduced to little in excess of the week-day traffic of 3,100 vehicles per day.

The Canterbury City Council has put forward a proposal for an Outer Ring Road round the City, having a length of 14½ miles. The cost to construct such a road will depend upon the layout, but as an approximate figure it will cost in the region of £1,300,000. That proposal, no doubt, is based on the pre-war traffic passing through the City, and should not be necessary after the transfer of the Sunday traffic to the Coastal Road until such times as the traffic on the Coastal Road reaches its capacity, when the overflow will revert to the Canterbury route. This may occur in 20-25 years' time if the number of cars in Great Britain reaches 5,000,000.

The Canterbury Outer Ring Road should not be approved in principle until the Maidstone and Medway Towns By-passes are in operation and the two linked up by the widening of a section of the Maidstone to Sittingbourne Road, A 249. With regard to the question of preserving an outer ring road for Canterbury * * * * *
* * * the Committee recommends that no expenditure in this connexion be borne by the County Council.

Coastal Route

* The chief roads round the coast pass through the built-up areas of the towns which, for through traffic purposes, is very undesirable. The Coastal Road between Brenley Corner and

Monkton has eliminated this on the north-eastern parts of the County and consideration has been given to the development of the following route as a coastal route between Margate and the County boundary at East Guldeford, Sussex. * * * * *

- (1) A 253 from Monkton to east of Minster (Thanet).
- (2) New road from A 253 to B 2048 north of Sevenscore Crossing.
- (3) B 2048 along A 256 to Sandwich By-pass.
- (4) Sandwich By-pass.
- (5) From Sandwich By-pass along A 256 to Temple Ewell north-west of Dover.
- (6) From Temple Ewell along Alkham Valley B 2060 to A 260 at Hawkinge.
- (7) Folkestone By-pass to A 20.
- (8) A 20 to Newingreen.
- (9) B 2068 from Newingreen to Lympne.
- (10) New road across Romney Marsh from Lympne utilising existing highways where possible.
- (11) B 2081 from Snaive to Brenzett.
- (12) B 2080 and A 259 from Brenzett to the County boundary at East Guldeford.

This route, when completed, could become the Coastal Trunk Road and would have the advantage of by-passing all the towns and at the same time supplying all the needs of the district. The route as a whole is not likely to become a heavily trafficked route, the traffic probably not exceeding 2,500 vehicles per day. A general width of 80 feet would, therefore, be sufficient with a carriageway 30 feet in width.

The Committee is doubtful as to the desirability of making provision for the proposed coastal route. It is difficult at the present time to justify the expense which might be involved in safeguarding the route as a major one with limited access, before future trends of traffic have established whether or not such a route is required. At the same time lack of action in taking steps to safeguard the route might be a cause of regret in the years to come.

It will be observed, however, that the route follows the lines of existing roads for the greater part of its length. Most of such roads, being classified, are already subject to restrictions under the Restriction of Ribbon Development Act, 1935, section 2¹, while other lengths include new roads already contemplated, such as the Sandwich By-pass and the Folkestone By-pass.

The Committee considers that the possibility of the proposal being adopted at a later date should be kept in mind in relation to any proposals for development, and that such action should be taken in relation to the parts of the route not subject to restrictions under section 2 of the 1935 Act as may hereafter be decided to be appropriate.

Dymchurch

* The traffic at Dymchurch on A 259 needs special consideration because of the difficulties caused by the summer traffic. The road south of Dymchurch is immediately behind or on top of the sea wall, with large drainage ditches or ribbon development on the opposite side of the road. The carriageway is 20 feet wide and has no verges or footways. Owing to the proximity of the road to the sea front it is the practice for vehicles to be parked on the road for a considerable length, which causes serious obstruction to traffic.

Traffic on the road is not really heavy, the summer traffic being about 3,000 vehicles per day during the week and 4,900 on Sundays. The commercial and winter traffic is very small, being about 300 vehicles per day throughout the week. At Old Romney summer traffic is 1,200 vehicles per day during the week and 2,700 on Sunday.

The proposed scheduled width for this road is 60 feet, but it will be very difficult to obtain this width. A width of 45 feet could be obtained at considerable expenditure which would enable a carriageway 30 feet wide, with ample footpaths, to be provided. A by-pass will not relieve the congestion, which is entirely caused by pleasure traffic.

The present difficulties would largely be removed if effective steps were taken to prevent the parking of vehicles on the highway. The Committee considers that the possibility should

¹ The Town and Country Planning Act, 1947, repeals this section and enables similar control to be applied to all highways.

be explored of avoiding the necessity for a general widening of A 259 at Dymchurch at considerable cost by securing the construction of a suitable number of standing bays for the parking of vehicles. It is also considered that the possibility of providing footpaths should be investigated.

Thanet

* The access to Thanet requires special consideration. The Coastal Road will ultimately have adequate accommodation for the traffic to Thanet but the distributing routes to the towns in Thanet require considerable development.

At present the main route to Margate is through the built-up areas of Birchington and Westgate. Broadstairs has no direct approach, and traffic to that town passes through Margate or Ramsgate. The direct route to Ramsgate is A 253, which has been temporarily cut by the inclusion of portions in Manston Aerodrome. It is not yet known whether, or when, that section will again be available for use as a highway. Essential requirements are a direct and adequate approach to the towns of Margate, Broadstairs and Ramsgate.

For Margate, road B 2049 can be improved and connected to A 28 by a new road from Brooks End. * * * 100 feet would be a suitable width and dual carriageways 30 feet wide may be required.

The needs of Broadstairs might be supplied from A 253 by widening B 2190, and a new road from the junction of B 2050 and B 2190 to the junction of A 256 and A 254, and the widening of B 2053 where necessary. 80 feet would be a suitable width with a single 30 feet carriageway.

* * * * * *Route A 253 is mentioned later.*

Ramsgate may be adequately supplied by A 253, which should be reinstated as soon as possible or a new road in place thereof provided. 100 feet with dual 22-feet carriageways would be suitable.

As post-war development in Thanet is likely to be great, these routes should be surveyed and details settled in order to safeguard them.

Tonbridge and Tunbridge Wells

* Various proposals have been made from time to time for dealing with the traffic in Tonbridge and Tunbridge Wells. The main route through Tonbridge is A 21, London—Hastings Road, and that through Tunbridge Wells A 26, which joins A 21 at the foot of Quarry Hill, Tonbridge.

On A 21 north of Tonbridge there is a week-day traffic of 4,500 vehicles and a Sunday traffic of 12,500 vehicles per day. North of Pembury the traffic is 2,500 vehicles on week-days and 9,200 on Sundays, indicating that half of the week-day traffic goes to Tunbridge Wells and the greater part of the Sunday traffic goes through to Hastings, with only a small proportion to Tunbridge Wells.

On A 26 north of Southborough the week-day traffic is 4,900 vehicles per day and the Sunday traffic 5,600 per day. South of Southborough the figures are 5,250 and 5,850, showing that there is little excess traffic on Sundays through Tunbridge Wells.

It is obvious that the traffic in Tonbridge can be relieved by a by-pass, whilst the conditions in Tunbridge Wells cannot be relieved by a by-pass. There is no really satisfactory route for a by-pass to Tunbridge Wells. Having regard to the traffic conditions in Tunbridge Wells any proposal for a by-pass or ring road should be regarded as a matter for local town planning and not as a through traffic route. A by-pass for Tonbridge should be provided to supplement A 21, the existing routes through the town being widened as opportunity occurs. The Tonbridge By-pass should be provided with cycle ways and footways.

A 25 Westerham

* The main street of Westerham is traversed by traffic from the Reigate—Redhill and Croydon—Sevenoaks Roads, A 25 and B 2024, also the Bromley—Edenbridge Road, A 233 and B 2026, all of which carry considerable traffic. A 25 will be replaced ultimately by the South Orbital Road and such road, together with the proposed * * * * * *Crystal Palace—Higham Hill—Edenbridge road* will enable the built-up area to be avoided.

A 25 Ightham, Borough Green and Wrotham A 227

* These three villages should be considered as one. Although the traffic was not heavy before the War, provision should be made for by-passes for the traffic between the Sevenoaks and Tunbridge Wells areas and Gravesend. The roads concerned are A 227 Wrotham—Borough Green and A 25 Sevenoaks—Borough Green. The latter to a certain extent will be replaced by the extension of the South Orbital Road and the new by-passes should connect to that road.

For a section of A 227 the new route should commence near Bewley Farm, south of Ightham, connect with A 25 south of the Cobtree Inn, along A 25 to the Cobtree Inn, and thence a new road to the railway, thence over this by the existing bridge near Ightham Court, following the existing road to the South Orbital Road extension. This would by-pass Ightham and Borough Green and the route should be included in the South Orbital Road scheme or constructed at the same time.

At Wrotham there should be a by-pass on the eastern side of the town from the cross-roads at Wrotham A 20 and A 227, rejoining A 227 south of Wrotham, where the South Orbital Road extension is planned to cross.

These by-passes have not been investigated in detail but there are no insuperable obstacles.

CLASS I ROADS**Route A 2 Watling Street. London—Chatham—Dover**

* This route carries heavy industrial traffic between London and Sittingbourne, which is fairly constant all the year round, in addition to the summer week-end pleasure traffic.

A section of the road, with by-passes at Bexley and Dartford, was constructed in 1920-24 from the Woolwich Borough boundary to a point west of Rochester. From Gillingham to Rainham it was widened in 1935. Over the remainder of the route, Gillingham to Dover, only local improvements have been carried out. The width proposed is 100 feet, which will provide two carriageways 30 feet wide and footpaths, but no cycle ways, but as provision should be made for cycle traffic, the width should be increased to 120 feet from Woolwich to Rochester.

The proposed Medway Towns By-pass should commence at a point west of Rochester and extend to Brenley Corner so as to connect up with the Coastal Road, A 299. The width of this by-pass should be 120 feet. From Brenley Corner to Harbledown the existing road should be widened to 100 feet, with dual carriageways. * * * * *

* * * * * From Canterbury to Dover the traffic is comparatively small, and it is considered that a single carriageway 30 feet in width will suffice for that section. Having regard to the importance of this section of the route, however, and the possibility of development in the Dover area, the width throughout should be at least 100 feet to provide for future conditions. Having regard to the general circumstances of this road and the proposals of the Ministry of Transport that the Trunk Road system should be extended, it is considered that the proposed width of A 2 should be increased to 120 feet from Woolwich to Strood and for the Medway Towns By-pass, as far as Brenley Corner, and the remainder of the route 100 feet. This contemplates that the existing A 2 between Gillingham and the junction with the Coastal Road at Brenley Corner should be of a width of 100 feet. Although the proposed Medway Towns By-pass will divert traffic from this length of the existing road, the Committee considers that, in general, the width of 100 feet should be the ultimate aim in respect of the existing road and, where practicable, should be achieved as and when favourable opportunity occurs.

Route A 20 London—Maidstone—Dover Trunk Road

* The traffic on this route is very mixed, with a large proportion of pleasure traffic and exceptionally heavy week-end traffic during the summer months.

This route has a carriageway, except at Swanley, 30 feet wide from the Woolwich Borough boundary to Maidstone, and from Maidstone to a point west of Ashford. New lengths of road are proposed at Swanley, Malling, Ditton and Larkfield, Maidstone, Ashford, Sellindge and Folkestone, and full details of these have been prepared by the Ministry of War Transport.

Between Ashford and Folkestone the Willesborough By-pass provides a short length of road with a carriageway 30 feet wide, beyond which the carriageway is only 20 feet. It is possible to widen the road from the Willesborough By-pass to a point west of Sellindge Church. From Sellindge the Sellindge By-pass will extend as far as Postling Wents. From Postling Wents to Newington Railway Bridge the existing road can be widened. Near the Railway Bridge the Folkestone By-pass commences, which will connect A 20 with route A 259 north-east of Folkestone, by-passing the town on the northern side to give access to Dover. The width proposed is 120 feet. The road should be made that width throughout, provided with two carriageways 30 feet wide to A 249 on the Maidstone By-pass, and two 22-foot carriageways from that point to Folkestone.

Route A 21 London—Sevenoaks—Tonbridge—Hastings

* This route carries slightly less traffic than A 2 and A 20. The road was improved from the Bromley Borough boundary to Pratts Bottom, Green Street Green, by the construction of the Farnborough By-pass and widening a section of the existing road with a carriageway 30 feet wide. From Pratts Bottom to the County boundary at Flimwell only local improvements have been carried out and the carriageway is nowhere wider than 20 feet, except in towns. The width proposed for this road is 100 feet, but it is considered that it should be increased to 120 feet to the point where it is proposed that the Tonbridge By-pass should branch off, and the remainder to the County boundary at Flimwell, 100 feet. The present traffic justifies the construction of dual carriageways. The road can be widened, except at Polhill, from Pratts Bottom, to B 2211 north of Dunton Green, where the Sevenoaks By-pass will commence. The Polhill Section can be dealt with by the construction of a new road on the east side, some distance from the existing, to avoid the constructional difficulties which would occur if the existing road on Polhill were widened.

The Sevenoaks By-pass will be to the west of the town and extend to Hildenborough. If the Tonbridge By-pass is on the eastern side, it will extend from Hildenborough to a point north of Pembury. A short by-pass is necessary on the south side of Pembury.

For the remainder of the route to the County boundary at Flimwell the existing road can be widened except for a short by-pass at Lamberhurst.

Route A 25 Westerham—Sevenoaks—Wrotham

* The alignment of the existing road is very poor. It will be replaced by the South Orbital Road with an extension to Wrotham for the whole length as far as through traffic is concerned.

The route of the South Orbital Road lies to the north of the existing road and connects with the northern end of the proposed Sevenoaks By-pass at Chevening. It should be 100 feet wide with two 30-foot carriageways. At present it is intended to provide cycle ways and footways, but it is thought that the road could, with advantage, be reserved for motors only. A substantial measure of agreement with the Ministry of War Transport has been reached in regard to the line for this section of the South Orbital Road.

The existing route will require improving to give reasonable accommodation for the local traffic. A width of 60 feet with a carriageway 30 feet wide is suitable. It has been proposed that the South Orbital Road should be dealt with on "Parkway" lines wherever possible and that treatment is very desirable having regard to the amenities of the district.

Route A 26 Maidstone—Hadlow—Tonbridge Wells

* The width for this road is 80 feet and a single carriageway 30 feet wide should suffice. The existing road can be widened for the greater part of the route, but a short by-pass will be required at Hadlow. In Tonbridge and Southborough Urban Districts the existing road should be widened as the opportunity occurs.

Route A 28 Margate—Canterbury—Ashford—Tenterden—Newenden

* This route has very varied traffic densities. The heaviest traffic is from St. Nicholas to Brooks End, where dual carriageways have been constructed, with cycle tracks and footpaths, in a total width of 100 feet. The width proposed for the remainder of the route is 80 feet, which will enable provision to be made for footpaths. The existing road can be widened from St. Nicholas to Westbere. From a point at Westbere north-east of Canterbury it is proposed to construct a new road and bridge over the railway to avoid the level crossing at

Sturry, and this will rejoin the road A 28 west of Sturry and east of Canterbury. Widening of the road through Canterbury can only be done as opportunity occurs.

From Milton, south-west of Canterbury, to Chilham, a single carriageway 30 feet wide will probably suffice, if as is anticipated a transfer of traffic takes place from Maidstone By-pass on to A 2.

From Chilham to Ashford traffic is quite light and a single 30-foot carriageway will suffice.

For traffic wishing to avoid passing through Ashford there is a very good link, Magazine Road, or alternatively such traffic could pass along a section of the Ashford By-pass and this would entail the construction of a new road from A 20 to A 28 west of Ashford.

South-west of Ashford the existing road can be widened and provision should be made for short by-passes as follows:—

- (1) On the south-eastern side of Great Chart village.
- (2) Between Bridge Farm and Potters Farm south of Bethersden.
- (3) On the western side of the road to eliminate the sharp bend at Gascoyne Cottages north of High Halden.
- (4) From the Old Barn north of High Halden in an almost straight line to Ashbourne Mill. This by-pass may never be required, but it is considered that the route should be safeguarded in order to retain the features of Tenterden.
- (5) South of Rolvenden village from Rawling House to the Church.
- (6) At the County boundary south of Hill Cottage to the entrance to Gate Court in Sussex with a new bridge over the River Rother.

The routes for these by-passes have not been investigated in detail.

Route A 206 Greenwich—Dartford

* This road is entirely within the Dartford, Crayford and Erith urban areas. It carries considerable industrial traffic, giving access to the Thames side from A 2. The proposed width of the road is 80 feet, which should be obtained as opportunity occurs. This route includes Northend Road, Crayford, which should be widened at as early a date as possible. The widening of the road presents difficulties by reason of the excavations which have taken place on land adjoining it and the fact that it passes under a railway which is carried over the road by a bridge of inadequate span and height.

Route A 207 Kidbrooke—Dartford Heath

* This is a portion of Watling Street which was replaced by the Bexley By-pass and is wholly in the urban areas of Bexley, Crayford and Dartford. The width proposed is 60 feet and the road should be widened to at least that width as the opportunity occurs.

Route A 208 Woolwich Arsenal—Orpington

* This route is in the urban areas of Chislehurst and Sidcup and Orpington. It carries chiefly local traffic. The width proposed is 60 feet, which should be obtained as opportunity occurs.

Route A 209 Wickham Lane—Welling Way—Bexley

* This route is in Bexley Borough and carries heavy local traffic. The existing width is 40 feet and it should be widened to 60 feet.

Route A 210 Blackfen Road. Eltham—Bexley

* This is largely a shopping centre and carries chiefly local traffic. The general width of the road is 40 feet. The road should be widened as and when an opportunity occurs to 60 feet.

Route A 211 Eltham—Sidcup—Ruxley

* This road is in a built-up area and has been replaced as a through traffic route by the Sidcup By-pass. The road should be widened to 60 feet as opportunity occurs.

Routes A 213 and A 214

* These are roads in the built-up areas of Penge and Beckenham and carry entirely local traffic.

Route A 221 Danson Road, Bexley

* This is a short route connecting A 207, A 2 and A 222 in Bexley Borough. The width of 60 feet proposed for the road is suitable, but no action to widen the road should be initiated by the County Council.

Route A 222 Bexley—Sidcup—Bromley. Elmers End Road; and Route A 223 Crayford—Bexley—Ruxley—Orpington—Green Street Green

* These routes run through areas largely built-up and any widening will be a matter of opportunity. 60 feet would be a suitable width.

Route A 224 Orpington By-pass

* This road was constructed to a width of 100 feet. There is a single carriageway 30 feet wide, which will probably suffice for many years, but ultimately a second carriageway may be required, also cycle ways and footpaths where the latter have not been constructed.

Route A 225 Dartford—Farningham—Sevenoaks

* The Committee is of opinion that the improvement of A 225 north of the Trunk Road, A 20, is a project which should be regarded as urgent. The ultimate width proposed is 60 feet. The improvement of the length of A 225 south of the Trunk Road will involve to some extent interference with amenities. In the Committee's view the traffic on this length of road is not sufficient to justify such interference and no action should be taken to improve such length of road.

Route A 226 Dartford—Gravesend—Strood

* This road has no through traffic value and merely serves the districts through which it passes. The greater portion of the road is of adequate width and it will not be possible to widen the sections through Swanscombe and Northfleet owing to physical difficulties.

Route A 227 Gravesend—Wrotham—Borough Green—Tonbridge

* A width of 60 feet is proposed for this road and provision should be made to widen to that width. There will be some difficulty in doing so through the built-up areas of Meopham, Wrotham, Borough Green and Ightham, but as the road carries only light traffic, some reduction in width at these places will cause little inconvenience. * * * * *

* by-passes at Wrotham, Borough Green and Ightham are desirable, and suitable lines should be safeguarded. The improvement of this road should include the early construction at the junction with the London to Dover Road, A 2, of an additional length of road adjoining the existing road on the west side but at such a level that the additional length of road may pass under A 2 and enable traffic passing north and south to avoid crossing traffic on A 2 at the same level.

Route A 228 Hoo—Strood—Snodland—Malling—Mereworth

* The widths proposed for this road are:—

Hoo—Wainscott	..	..	..	..	..	..	80 feet
Wainscott—Strood	..	..	..	..	..	..	60 feet
Strood—A 20	..	..	..	..	..	..	80 feet
A 20—Mereworth	..	..	..	..	..	..	60 feet

The road carries little traffic except on the section between Strood and Malling, which has a heavy industrial traffic. The present road on this section, which has a carriageway only 20 feet wide for the greater part of its length, leaves much to be desired. By-passes are required for Halling and Snodland. Suitable routes are available, although the latter may entail the demolition of some property. The routes of the by-passes should be safeguarded as soon as possible.

Consideration has been given to the desirability of an improvement at West Malling on the eastern side of the road by the Church, or alternatively, by-passing the town. The improvement of the existing road near the Church would spoil amenities, and the desirability or otherwise of carrying out an improvement is likely to be affected by the decision presumably to be made as to the retention of Malling Aerodrome. Having regard to all the circumstances, it is felt that consideration of the desirability of carrying out any scheme to improve traffic conditions at the point mentioned should be deferred for the time being.

Route A 229 Chatham—Rochester—Maidstone—Staplehurst—Hawkhurst

* The width proposed is 80 feet, which will be difficult to obtain in many places. From the foot of Bluebell Hill to Springfield, Maidstone, the road has been widened to 60 feet with a 30-foot carriageway and a footway. As there is a considerable volume of traffic between Chatham and Maidstone, dual carriageways may ultimately become necessary. South of Maidstone the traffic is quite light, and a single carriageway, 30 feet in width, should meet all requirements.

The route passes through the centre of Maidstone and causes a good deal of congestion in the town. The traffic is mainly local between Chatham and Maidstone, and the solution is to widen the streets affected as opportunity occurs.

In some of the villages south of Maidstone it may not be possible to obtain a width of 80 feet but the density of the traffic does not warrant by-passes.

At Cranbrook, B 2189 should be widened to become the traffic route instead of the portion of A 229 which passes through the town.

Route A 230 Maidstone Road, Chatham

* This route is in Rochester City and Chatham Borough and joins A 229 at Fort Horsted. It is built-up for the whole length and accommodates the present traffic satisfactorily, although at peak hours its traffic approaches its capacity. No great increase in the traffic is probable unless unexpected development occurs. The 1935 and 1938 traffic census figures are practically identical.

Route A 231 Chatham—Old Brompton—Gillingham—The Jezreels

* The traffic on this route is entirely local and the area fully built-up. The route should be widened as opportunity occurs, and advantage taken of any re-housing schemes in Old Brompton to obtain a better alignment and greater width.

Route A 232 Orpington—Hayes Common—West Wickham

* This route is entirely within the urban areas of Beckenham, Bromley and Orpington. The traffic is local in character and will increase as the area develops. The route should be widened to a minimum width of 60 feet as and when the opportunity occurs.

Route A 233 Bromley Common—Keston—Westerham

* There is a considerable volume of traffic on this route to and from the Biggin Hill Aerodrome. There is also quite a large volume of traffic on Sundays destined for Eastbourne.

A scheme to widen the route to 60 feet within the Orpington Urban District has already been prepared and it should be carried out.

From Hawley Corner to the point where the South Orbital Road crosses, and for a short distance towards Westerham, widening to 60 feet can be obtained, except for the length on Westerham Hill.

The provision proposed for traffic passing south of Westerham to by-pass on the western side of the town is mentioned * * * * on pages 52 and 57.

Route A 234

* This is a built-up road in the Beckenham Borough and Penge Urban District, and only local improvement can be effected as the opportunity occurs.

Route A 249 Sheppey—Key Street—Maidstone

* This is an important route, part of which is capable of great development * * *
* * * and has been referred to earlier under the heading of London—Thanet traffic.

Between Queenborough and Iwade the route is not only tortuous but inadequate and includes Kingsferry Bridge, which is restricted to a maximum of 12 tons in weight and only allows a single line of traffic over the bridge.

A new route from a point near Neats Court, Minster, to the corner north of Iwade should be safeguarded. The exact position of the route will be affected by any action taken to provide improved means of access to the Isle of Sheppey. The soil in this locality is extremely poor, and as soon as conditions permit, a thorough examination of the site should be made so as to enable the route to be defined.

On the existing road north of Kingsferry Bridge a deviation is required to eliminate the bend near Straymarsh Cottages.

Between Iwade and Key Street certain lands have been acquired to widen the road to 60 feet and this should be increased to 80 feet to provide cycle ways, and continued to Key Street wherever it is possible to do so. At Key Street a roundabout is desirable in place of the traffic signals. This proposal has not been investigated in detail, but the necessary site should be reserved.

To provide for cyclists on this road, a width of 80 feet is required.

The section from Key Street to Maidstone will be greatly affected by the construction of the Maidstone and Medway Towns By-passes. When the by-passes are constructed this section will carry really heavy traffic as part of the main route to the coast. The width proposed for this section has been 80 feet, but it should be increased to 120 feet between the by-passes to allow of dual carriageways being constructed when the by-passes are built. Land for a short by-pass, 60 feet in width, at Detling, has already been acquired. There will be some difficulty in obtaining a width of 120 feet on Detling Hill, but the Committee is advised that it is possible without undue expense. The proposal has not been investigated in detail.

Having regard to the volume of traffic which, it is considered, Routes A 2, A 20 and A 249 will carry at times, the junctions of Route A 249 with Routes A 2 and A 20 should be of the flyover type.

Route A 250 Halfway Houses—Eastchurch

* This route is chiefly built-up, but as and when the opportunity occurs advantage should be taken to widen to 60 feet. The lower road, B 2008, from Cowstead Corner to Eastchurch, should be developed as the main traffic route to Eastchurch and Leysdown.

Route A 251 Faversham—Ashford

* This route carries light local traffic, which is unlikely to increase. A width of 80 feet from Faversham to the junction of B 2077 south of Leaveland and 60 feet from that point to Ashford is proposed.

Route A 252 Charing—Challock—Chilham

* This route carries the main coastal traffic between Maidstone, Canterbury and Margate, and during the summer months is worked to capacity at week-ends. The traffic should decline after the construction of the Maidstone and Medway Towns By-passes. * * * * *

* * * The width proposed is 100 feet, which should be retained, although a single carriageway 30 feet wide will probably suffice for the ultimate traffic on this route. Carriageways of that width have already been provided from A 20 to B 2077, Charing Hill, and also near Chilham. The remainder of the route, which has a carriageway only 20 feet wide, badly needs widening and should be one of the earliest post-war works.

Route A 253 Sarre—Ramsgate

* This route carries traffic of about 2,100 vehicles per day during the week, and 5,900 on Sunday, but shows no tendency to increase since the Coastal Road has been completed. The completion of the spur road from St. Nicholas to Monkton may cause some increase between Monkton and Ramsgate, but it will not seriously alter the present conditions. The width of this route from the junction with the spur road at Monkton roundabout in an easterly direction should be 120 feet. If the length of Route A 253 through Manston Aerodrome remains permanently closed, it will be necessary to construct a new length of road in substitution therefor. In this event, it may not be necessary to reconstruct for through traffic purposes the railway bridge at Lord of the Manor. The length of road between Sarre and the Monkton roundabout should have a width of 80 feet.

Route A 254 Margate—Ramsgate

* This route carries only local traffic between the towns and beyond the built-up areas has been widened to 60 feet. It is improbable that further widening will be required, particularly in view of the alternative routes which exist between these towns.

Route A 255 Margate—Broadstairs—Ramsgate

* This is an alternative route to A 254, passing through Broadstairs to Ramsgate. There is a loop-way in the centre of Broadstairs between Fairfield House and Wellesley House which

could be by-passed to advantage. A suitable route is unobstructed at present, but no action has been taken to safeguard it. 60 feet is a suitable width.

Route A 256 Margate—Sandwich—Eastry—Temple Ewell

* It is suggested that this route should become part of the Coastal Route¹ * * *
 * * * * * as it gives access from Thanet to Sandwich and Dover. The route commences at A 254 in the centre of Thanet and could be widened effectively to the commencement of the Sandwich By-pass, one mile north of Sandwich, with the exception of a short deviation at Haine to the east of the hamlet, which is desirable to avoid demolishing property.

There are several level crossings on the route between Stonar, Richborough and Sandwich which are the subject of an agreement between Pearson, Dorman Long & Co., the Secretary of State for War and the County Council, under which the first two parties will contribute agreed sums to the cost of bridging these level crossings. When the road is widened the crossings should be bridged.

The Sandwich By-pass will be on the west side of the town on a line which has been approved, and some of the land purchased. The by-pass crosses the existing roads A 257 and A 256 and terminates at A 258 (Sandwich—Deal Road) at Worth. A section of the existing route at the southern end of the by-pass to Statenborough can be widened at which point a by-pass on the eastern side of Eastry, terminating at Butsole, will be necessary. The route of this by-pass has not been investigated in detail but a preliminary survey reveals no serious obstacles.

South of Eastry the existing road to a point north of Temple Ewell can be widened. The junction with A 2 at Temple Ewell leaves much to be desired.

Route A 257 Canterbury—Sandwich

* This road carries a medium traffic of 1,000 vehicles per day during the week and 1,500 on Sundays. Widening is required throughout with a by-pass at Wingham, which should be on the western side of the village. A suitable route is available but has not been investigated in detail.

There is a bottle-neck at Littlebourne which should be removed if the opportunity occurs. The traffic hardly justifies a by-pass and the incurring of a liability for substantial compensation would not be justified for the purpose of safeguarding a route for a by-pass. Consideration of the desirability of taking action to safeguard a route has therefore been deferred pending further investigation.

There are two level crossings on this road between Ash and Sandwich which should be eliminated.

The entrance to Sandwich is very bad and is unlikely to be improved because of the demolition of property involved.

The width proposed, 60 feet, is suitable.

Route A 258 Sandwich—Deal—Dover

* This route serves Deal, Walmer and Dover and the traffic is local in character but steadily increasing. It is considerably heavier between Sandwich and Deal than between Deal and Dover. In the town of Deal the road is tortuous and needs improving, which is a local matter. Outside the town it should be widened to a width of 80 feet between Sandwich and Deal and 60 feet between Deal and Dover. The portion of the road in Dover Borough is on a steep hill, "Castle Hill," and very inconvenient, and there is little hope of greatly improving this section of the road because of the geographical features.

Route A 259 (part) Dover—Folkestone

* This is part of the Trunk Road. It carries medium traffic and except for the diversion at Capel the existing route should be widened. The Ministry of Transport have under consideration a proposal for an entirely new road commencing at the end of the Folkestone By-pass and terminating at Dover Harbour. If that proposal is carried out the remainder of the route should be widened to 60 feet, wherever possible. Because of difficulties, no width has been proposed for this road, but 60 feet would be suitable.

¹ See pages 55 and 56.

Route A 259 (part) Folkestone—Hythe—New Romney—Rye

* This route carries a heavy holiday traffic between Folkestone and Dymchurch in the summer, with much less traffic during the winter months. The chief congestion on the road is in the neighbourhood of Hythe and Dymchurch, due entirely to holiday makers. At Dymchurch the road is either on, or behind the sea wall, with wide drainage channels on the other side at places, and it is largely built up with ribbon development. * * * *

The road in a southerly direction from Palmarsh Estate, Hythe, has a carriageway 20 feet wide, with no footpaths, except in the village of Dymchurch, and it will be difficult and expensive to widen. Some sections of the road can be widened and improved, but not through-out owing to the sea wall and development which has taken place. Because of the difficulties no width has been proposed for this road. 60 feet would be suitable, but less may have to be accepted.

A by-pass is needed at New Romney, a line for which has been determined on the western side of the town.

There will be some difficulty in widening through Brookland as it is built up. A considerable improvement could be obtained by demolishing some vacant store premises and taking over a private road.

There are three corners between Brookland and the County boundary which could be dealt with by diversions. A proposal for a new road between New Romney and Rye has in the past been considered by the Committee, but as it was not looked upon with favour by the East Sussex County Council the proposal was deferred. Consideration has been given to the advisability of safeguarding such a route. The Committee feels, however, that if greatly improved facilities should in future be required for traffic proceeding along this part of the coast, such facilities should be provided on the line of the proposed Coastal Route¹ * * * * In such event, a new road between New Romney and Rye would be unnecessary and no action should be taken to safeguard a route therefor.

Route A 260 Denton—Folkestone

* This route carries a very light traffic except near Folkestone, where local and R.A.F. traffic occurs. The road from the Folkestone Borough boundary can be widened to 60 feet except through Denton Village, where a short by-pass on the eastern side is desirable. The width of 60 feet proposed is suitable.

Route A 261 Newingreen—Hythe

* This route gives access to Hythe and Dymchurch from A 20 and carries considerable local traffic. The width proposed is 80 feet which could be obtained without much difficulty.

Route A 262 High Halden—Biddenden—Goudhurst—Lamberhurst

* This route has a measure of importance as part of an east to west route between the Kent coast and the Tunbridge Wells area. From High Halden to Biddenden the road can be widened to 60 feet. At Woolpack Corner an improvement is necessary to give a radius of about 300 feet. A by-pass to Biddenden is required on the south-eastern side from the Windmill to New House Farm.

Between Biddenden and Goudhurst the road can be widened without much difficulty. A by-pass for Goudhurst on the southern side could commence near Lime Tree Farm and terminate at Clay Hill. At Goudhurst Station there is a level crossing which can be by-passed on the south-eastern side commencing near Blue Coat Lane and terminating west of Hope Mill. The road on this line would enable a bridge to be constructed over the railway avoiding the level crossing. Beyond Hope Mill the existing road can be widened to the junction with A 21. The width proposed for this route is 60 feet.

Route A 263 Pembury Road, Tunbridge Wells

* This road is entirely within the Borough of Tunbridge Wells. It carries a heavy local traffic, is largely built-up at the western end and any improvement is a matter of opportunity. A section at the eastern end has been widened to 60 feet, which is a suitable width.

¹ See pages 55 and 56.

Route A 264 Tunbridge Wells—Groombridge—East Grinstead

* This road carries a fair volume of local traffic between Tunbridge Wells and Langton Green. Considerable residential property fronts on to this road and difficulty will be encountered in widening it.

For a section of the road at Langton a strip of land has already been acquired for the purpose of constructing a dual carriageway in order to provide for one-way traffic.

From Langton to Groombridge it will be possible to widen the road to 60 feet.

Route A 265 Hawkhurst Moor—Hurst Green

* This is a short connecting route between A 21 in East Sussex and A 229. It carries quite light traffic, chiefly local, and is unlikely to develop to any extent. The proposed width is 60 feet and provision should be made as opportunity occurs to widen to that width. The route is not a good one, and provision should be made for a route north of Cockshott on A 229 to Kent Bridge House on A 265 to replace the present route should development occur.

Route A 267 Tunbridge Wells—Frant

* This is a short length of road wholly in Tunbridge Wells Borough, the widening of which is largely a local matter. The proposed width is 60 feet. It is considered, however, that the part of the route in East Sussex is more important than the part in Kent. If the East Sussex County Council should decide on a greater width than 60 feet in respect of the length of the road in its area, it may be necessary to consider making a corresponding decision in respect of the length of the road in Kent.

Route A 268 Newenden—Flimwell

* This route can be widened throughout the whole length to the proposed width of 60 feet with little difficulty, except in Sandhurst and Hawkhurst, where a somewhat less width may have to be accepted. The traffic is not heavy, and it is considered that a by-pass is unnecessary.

Route A 289 Wainscott—Watling Street (A 2) (Hollywood Road, Brompton Farm Lane, Rede Court Lane)

* The section between Wainscott and A 226 can be widened to the proposed width of 80 feet. Rede Court Lane between A 226 and A 2 can be replaced by a new straight road running approximately due south from White Gate, if suitable provision is made to safeguard a route. The road carries moderate traffic, and provides a direct route from Watling Street to the Isle of Grain.

Route A 290 Whitstable—Canterbury

* This route carries a fairly heavy local traffic. It has been "ribbon developed" for the greater part of its length in a sporadic manner, in consequence of which the proposed width of 80 feet will be difficult to obtain in parts. The traffic is unlikely to increase to any great extent and a single 30-foot carriageway will probably suffice. A width less than the proposed width can be accepted where 80 feet is not obtainable.

Route A 291 Herne Bay—Sturry

* The width proposed for this road is 80 feet. The road does not carry really heavy traffic, the week-day and Sunday traffic being 1,400 vehicles per day.

North of the Coastal Road, in the built-up area, widening will be a matter of opportunity. A by-pass for the village of Herne on the western side is desirable. The remainder of the route can be widened to Broad Oak, north of Sturry. South of Broad Oak a by-pass on the western side linking up with the proposed diversion for Sturry and joining A 28 near Black Mill, thereby eliminating the level crossing at Sturry, is necessary. This level crossing is the most obstructive in the County, as both rail and road carry a heavy traffic and in addition shunting operations at the station take place over the crossing.

Route A 292 Magazine Road, Ashford

* This is a short length between A 20 and A 28 and is situated in the Urban District of Ashford. Small improvements at junctions and bends are desirable, but it is unlikely that general widening will be required. The road will, to a certain degree, be superseded by the

Ashford By-pass. The Committee considers it desirable that there should be a length of new road leaving the Ashford By-pass between the Ashford to Faversham Road, A 251, and the existing Route A 20, crossing the existing Route A 20, and joining the Margate to Hastings Road, A 28, to the south of the bridge which carries the railway over Route A 28 between Ashford and Great Chart. The construction of such a road would enable traffic between Canterbury and Tenterden to avoid passing through the town of Ashford.

Route A 296 Watling Street, Dartford

* This is a short length of road joining A 2 and A 226 with which it forms one route. It is part of the Old Watling Street and is largely built up, the width varying from 40-60 feet. It is improbable that further widening will be required.

Route A 299 Coastal Road, Brenley Corner—Margate—Ramsgate

* This road from Brenley Corner to St. Nicholas has a width of 80 feet, with a single carriageway 30 feet wide and one footpath on some sections. It will ultimately be one of the most heavily trafficked routes in the County, and will require a width of 120 feet, with dual carriageways, footpaths and probably cycle ways. Beyond St. Nicholas the Ramsgate Spur Road has been constructed with a 30-foot carriageway, cycle ways and footpaths. The width proposed is 100 feet, which should be increased to 120 feet for the section between Brenley Corner and St. Nicholas.

It will be noted that a width of 100 feet is suggested in respect of the Ramsgate Spur Road. The Committee considers that provision for this width will be sufficient for the time being. It is proposed that the Coastal Road continuing to the west and Route A 253 continuing to the east, shall both be 120 feet in width. It may, therefore, be necessary in the future to increase the width of the Spur Road to 120 feet. It is not anticipated that this will present any difficulties, but the possibility should be kept in mind.

Remaining Class I Roads

* The remainder of the Class I roads are short sections connecting other roads and do not call for separate comment. Widening on these lengths will be a matter for opportunity which should be taken as it occurs.

CLASS II ROADS

* Many of the Class II roads are short lengths connecting other roads in built-up areas, and on these widening is a matter of opportunity. Generally, Class II roads carry traffic which is more local in character than that on the Class I roads. Traffic is relatively light, and consequently there is no justification for by-passes to villages except in special cases. The Class II roads should, as the traffic may demand, be widened to the width of 60 feet, and bends should be eliminated and improved. It would serve no useful purpose to detail a list of such roads and reference is made only to the Class II roads which need special consideration.

Route B 258 Dartford—Swanley Junction—St. Mary Cray

* This is a useful road considerably built-up, which will be largely superseded by the Dartford Tunnel Approach Road for through traffic. The traffic is about 600 vehicles per day with an equal number of cyclists. Parts of the road have been improved by widening. The improvement of the route, including the provision of footpaths, is a matter which should receive early attention. The proposed width of 60 feet is suitable but less can be accepted in the built-up areas.

Route B 260 Dartford—Longfield—Meopham

* There is a traffic on this road of about 1,000 vehicles per day. At the Dartford end the road is built up and there is sporadic development through Green Street Green and Longfield. The proposed width of 60 feet can be obtained for the greater part of the route.

Route B 265 Widmore (Bromley)—Keston

* This road forms a short cut from A 21 to A 233, giving direct access to Biggin Hill and Westerham from Bromley. The traffic is fairly heavy, varying from 1,800 vehicles to 2,500 vehicles per day. The road passes through built-up areas, except at Hayes Common, and improvement is a matter of opportunity. The route should be developed, however, as it

gives valuable relief to the portions of A 21 and A 233 which it by-passes. Wherever possible, a width of 60 feet should be provided.

Route B 2001 Hoo—Grain

* This is a continuation of A 228. The alignment of the road is bad, due to geographical features, but the traffic is light and need for improvement not urgent. A line for a diversion should be safeguarded between Cold Arbour and Stoke Crossing, by-passing the villages of Upper Stoke, Middle Stoke and Lower Stoke. The proposed width of 60 feet is suitable.

Route B 2004 Brompton—Rainham

* This route, which is wholly within the Borough of Gillingham, is very narrow for the greater part of its length. It should be widened to 60 feet where possible before further building development takes place.

Route B 2008 Neats Court (Sheppey)—Eastchurch—Leysdown

* Between Neats Court and Eastchurch this road is suggested for improvement to provide a direct route from Kingsferry to Eastchurch instead of via A 249 and A 250. Route B 2008 is considerably shorter and there are no obstacles to widening. The proposed width of 80 feet is sufficient. The road carries a traffic of approximately 1,000 vehicles per day. For the portion from Eastchurch to Leysdown the width proposed is 80 feet, but 60 feet will be sufficient where there is difficulty in obtaining the greater width.

Route B 2009 Randall Wood (A 2)—Cobham—Meopham

* This route carries a traffic of approximately 850 vehicles per day. A by-pass to the village of Cobham should be preserved on the west side. The line has not been investigated, but particular care will need to be taken to minimise interference with amenities. The road should be widened to a width of 60 feet.

Arising out of its consideration of this route, the Committee has decided to give consideration to the desirability of making better provision for traffic between Cuxton and the London to Dover Road, A 2, at Singlewell.

Route B 2026 Westerham—Edenbridge—Cowden

* The width proposed for this route is 60 feet. From the County boundary at Cowden to Edenbridge the existing road can be widened to that width. At Edenbridge a by-pass is required which should be on the western side of the town commencing south of Waterlakes and terminating south of the railway bridge at Edenbridge Station (Tonbridge-Reigate Line). At Edenbridge Station there is a low and narrow arched bridge and it is possible to increase the headroom of the bridge and the width without undue difficulty. North of the railway bridge to Crockham Hill the road can be widened. At Crockham Hill there will be a junction with the proposed * * * * * *Crystal Palace—Higham Hill—Edenbridge Parkway*¹.

Route B 2049 Acol—Margate

* This route has possibilities of development as the main route from Brooks End to Margate to relieve the congestion which occurs on A 28 through Birchington and Westgate. If a new road were to be constructed from A 28 at Brooks End to the junction of B 2049 and B 2050, and B 2049 widened to the built-up parts of Margate, it would form the chief route to that town. The route is wholly within the Borough of Margate 100 feet would be a suitable width.

Route B 2060 Temple Ewell—Hawkinge

* This route (Alkham Valley Road) is very narrow and needs widening. It is an extension of A 256 Sandwich—Temple Ewell, and will form part of the suggested Coastal Route² * * * * * The small amount of traffic—about 500 vehicles per day—is entirely due to the narrowness and other inconveniences of the route. The proposed width of 60 feet is suitable.

Route B 2065 Bishopsbourne—Hythe (Elham Valley Road)

* This route, which is an alternative to B 2068 between Canterbury and Hythe, is narrow and needs widening and improving throughout. The traffic is not heavy and improvement of

¹ See page 52.

² See pages 55 and 56.

the existing route will suffice except at Elham and Lyminge, where by-passes are necessary. The proposed width of 60 feet is suitable, but less can be accepted in view of the light traffic.

Route B 2067 Tenterden—Woodchurch—Hamstreet—Lympne—Hythe

* This road can be considered as an extension of A 262, with which it forms the traffic route along the south of the County from Tunbridge Wells to Hythe and Folkestone. The road, which is narrow with many inconvenient bends, needs widening and improving throughout its length. Near Hythe a diversion direct from Shipway Cross to Pedlinge Court is desirable. The proposed width of 60 feet is suitable but less can be accepted where difficulties arise.

Route B 2068 Canterbury—Newingreen—Lympne (Stone Street)

* This route, which follows the Old Roman Road, is a very direct route from Canterbury to Newingreen, and thence to the Hythe, Folkestone and Dymchurch areas. It runs through the centre of an area bounded by Canterbury, Ashford and Folkestone, which is inadequately provided with good roads. It should be widened so as to become the chief route through the district. The proposed width of 60 feet is suitable.

Route B 2070 Ashford—Hamstreet—New Romney

* This is the main route from Ashford to Romney Marsh. It carries a traffic of about 850 vehicles per day through the week, and has a summer Sunday traffic of double that figure destined, no doubt, mainly for Dymchurch. The road is reasonably adequate between Ashford and Hamstreet, but between Hamstreet and New Romney it needs widening and improving, particularly the bridges, most of which are under the control of Catchment or Drainage Boards. A suitable width for this road is 60 feet.

Route B 2077 Leaveland—Charing—Pluckley—Smarden—Biddenden

* This is a useful road which carries only light traffic. It needs widening and improving and by-passes are necessary for the villages of Charing and Smarden. The proposed widths are 60 feet from Biddenden to Charing and 80 feet from Charing to Leaveland, but it might be made 60 feet throughout. The 80 feet section was proposed with a view to developing the route as a feeder to the Coastal Road, but with the diversion of traffic to the Coastal Road by the Medway Towns By-pass, a width of 60 feet will be more suitable.

Route B 2078 Maidstone—Headcorn—Biddenden—Tenterden—Part A 262 and Part A 28

* This is one of the most heavily trafficked Class II roads in the County and carries the main holiday traffic to Dymchurch. The average week-day summer traffic is 1,250 vehicles per day and the Sunday traffic about 2,500. The route will need a carriageway 30 feet wide and an overall width of 60 feet, which can be obtained without difficulty except in some of the villages, *i.e.*, Sutton Valence, Headcorn and Tenterden.

Route B 2080 Tenterden—Appledore—Brenzett

* The remarks regarding B 2078 apply to this road also. The week-day traffic is less than on B 2078, being about 400 vehicles per day, but the Sunday traffic is about equal at 2,500 vehicles per day. A line for a diversion should be preserved to the north of Appledore to by-pass the village. The level crossing at Appledore Station should be eliminated as soon as circumstances permit. A suitable width for this road is 60 feet.

Route B 2082 Tenterden—Wittersham—Rye

* The line for a diversion between Small Hythe and The Stocks, Wittersham, should be preserved. The traffic is not heavy, but the straightening of the route would be of great advantage.

Route B 2175 Link at Northfleet

* The traffic passing from this route to the London to Dover Road, A 2, at Springhead, presents a problem of some difficulty, and one to which it will be necessary for the Committee to give very careful consideration.

Route B 2189 Cranbrook

* This route should be developed as a route for through traffic, by-passing the town of Cranbrook. A width of 60 feet, with a 30-foot carriageway, will be suitable.

UNCLASSIFIED ROADS

* It is difficult to make recommendations regarding the unclassified roads.

There are in the County considerable areas through which no really good road exists, and it is desirable that some of the unclassified roads should be widened and provided with a carriageway at least 18 feet wide. The roads do not require to be kerbed and footways will only be necessary in parts, the essential requirement being a carriageway of sufficient width for vehicles to pass without inconvenience.

A good deal of work of this nature has been done during the war period for the convenience of the Services, and the advantages are most marked. It is considered that the routes given below should be widened to an overall width of 30 feet and provided with a carriageway 20 feet wide as and when the opportunity occurs. The cost of such work will be quite low (about £6,000 per mile), but it will confer considerable benefit to the rural areas of the County. So little improvement has been carried out in the past on unclassified roads that consideration might be given to the desirability of setting aside an annual sum of some £60,000 for this work, otherwise little progress is likely to be made.

The routes suggested for improvement are:—

- (1) Bonnington—Dymchurch.
- (2) West Hythe—Newchurch—Ivychurch—Brenzett.
- (3) Wye—Brabourne—Monks Horton.
- (4) Faversham—Selling—Chilham.
- (5) Shalmsford Street—Bridge—Wingham.
- (6) Headcorn—Lenham—Doddington—Faversham.
- (7) Boxley—Bredhurst—Rainham.
- (8) Rochester—Wouldham—Aylesford.
- (9) Goodnestone—Graveney—Whitstable.
- (10) Wingham—Staple—Eastry—Deal.
- (11) Godmersham—Stelling—Elham—Selsted—Lydden.
- (12) From A 2, Shepherdswell—Eythorne—Eastry.
- (13) Canterbury—Bossingham—Stelling Minnis—Lyminge.
- (14) Offham—Teston.

BRIDGES

* Many of the old bridges in the County are of less width than the road they serve, whilst others are at an inconvenient angle to the line of traffic, introducing an element of danger. It is very desirable that these narrow and inconvenient bridges should be improved and widened, whether or not the roadway in general is being dealt with. The allocation of an annual sum for the improvement of narrow and inconvenient bridges is the most certain means of removing these undesirable features.

Owing to the number it is not possible to deal with the defects of particular bridges, and the matter has not been dealt with in detail except where necessary.

Privately-owned Bridges

* In addition to railway bridges there are approximately 200 bridges in the County not repairable by the highway authority, most of them being under the control of the Catchment Boards and situated in the Romney Marsh area. With the exception of a few bridges over the River Rother, these are of quite small span (20 feet or less) and, on principle, should be transferred to the highway authority. Several have been transferred recently where alteration has been necessary, but the continuance of that method would take many years and involve a number of separate agreements. It is suggested that the transfer of these bridges should be expedited, except where grant considerations make this course inappropriate.

Medway Bridges

* The crossings over the River Medway require special consideration. The only satisfactory existing bridges are:—

- (1) Rochester Bridge—vested in Bridge Wardens,
- (2) Maidstone Bridge—vested in Town Council,
- (3) Tonbridge Bridge—vested in County Council,

all of which are in towns and at times are used to capacity. Most of the other crossings are narrow bridges, suitable for one line of traffic only, and some, namely, Aylesford, Farleigh, Teston, Twyford and Yalding Bridges are scheduled as ancient monuments.

MEDWAY TOWNS BY-PASS BRIDGE

* The Medway Towns By-pass will provide a bridge to relieve Rochester Bridge of coastal and through traffic, but will not greatly assist local week-day conditions.

HALLING

* From time to time there have been requests for a bridge at Halling to replace a very inadequate privately-owned ferry service. The ferry service has been discontinued since the construction of a temporary military bridge, connecting Halling and Wouldham, which is used in preference to the ferry to such an extent that the ferry service was discontinued by the proprietors. The Military bridge is to be removed, but there is a renewed demand for a permanent bridge at, or near, Halling.

TWYFORD BRIDGE, YALDING

* This bridge cannot be widened without altering its character, and any suggestion to do so would probably be opposed by the Office of Works, in view of the fact that the bridge is an ancient monument. A suitable site for a new bridge can be located north of the present bridge, with a new approach road across Yalding Lees.

TESTON BRIDGE, B 2163

* There is a level crossing 160 yards from the bridge on the western side, and any proposal for a new bridge should include a bridge over the railway. This is possible on a line about 100 yards south of the bridge. 60 feet would be a suitable width for the diversion.

FARLEIGH BRIDGE, UNCLASSIFIED

* There is a level crossing about 50 yards from this bridge which should be dealt with in any new bridge proposal. A suitable line commences near the Old Rectory on the northern side, crossing the rail and river about 200 yards upstream of the present bridge, joining the Farleigh—Yalding road about 300 yards west of the Bull Inn. 40 feet is suggested as a suitable width for this diversion.

WATERINGBURY BRIDGE, UNCLASSIFIED

* This bridge has a modern reinforced concrete structure, but is only 17 feet wide, hardly sufficient for two lines of traffic, and there is also a level crossing adjacent to the bridge. It is possible to bridge the river and railway at a site approximately 300 yards upstream of the present bridge. It is suggested that provision should be made for this as a wider bridge or the elimination of the level crossing may be necessary in the future. 40 feet would be a suitable width. It is not practicable to bridge the crossing at the present site because of the proximity of the station and river bridge.

Kingsferry Bridge

* This is referred to * * * * * earlier, in the comments on route A 249 Sheppey—Key Street—Maidstone¹.

Railway Bridges

* The privately-owned bridges over the railway also demand special consideration. The Road and Rail Traffic Act, 1933, section 30, will, when it is brought into operation, give powers to the owners of privately-maintained bridges to restrict those bridges to loads to be specified. Prior to the war, the Southern Railway Company gave notice of proposals to restrict certain railway bridges to loads which would severely affect the user. The Council, with financial assistance from the Ministry of War Transport, decided to reconstruct the bridges. Drawings were prepared and negotiations opened with the Company, but no real progress was made. Up to date restrictions have not been put into force. The bridges classified as "weak" have been subjected to all traffic using the roads, and the Committee is advised that they appear to have shown no signs of weakness or damage therefrom.

The Ministry of War Transport has, during the War, carried out a series of tests which have shown that these theoretically weak bridges are, in fact, much stronger than was believed

¹ See page 62.

to be the case, and many of the "weak" railway bridges will be regarded as sufficiently strong in view of the experimental evidence.

It is quite impossible to foresee the attitude of the Company after the War. It is suggested that nothing should be done to deal with the railway bridges until further action is taken by the Railway Company, or it becomes necessary to widen any particular bridge for other reasons.

LEVEL CROSSINGS

* There are 108 level crossings on County roads, 13 being on Class I roads, 12 on Class II roads, and 83 on unclassified roads. Most of these cause little interference with traffic either because of few trains, or little road traffic. The crossings where greatest delays occur are:—

- (1) A 28 Sturry.
- (2) A 257 Ash-next-Sandwich.
- (3) B 2011 Aylesford Village.
- (4) B 2080 Appledore Station.
- (5) Unclassified road, Wye Station.
- (6) B 2162 Yalding Station.
- (7) B 2163 Teston Halt.

With the exception of No. 5, these have been dealt with under the roads on which they occur.

As a general principle, level crossings should be eliminated wherever possible in any scheme for widening or improving the road.

PRIORITY OF PROJECTS

Dartford Tunnel Approach Road

* If the work of constructing the Tunnel is resumed, the construction of the Tunnel Approach Road should be carried out at the same time.

South Orbital Road

* The construction of the South Orbital Road from Westerham to north of Dunton Green with the extension to Wrotham is urgently required.

Existing and Proposed Trunk Roads

* The Ministry of War Transport should be urged to put in hand the following projects as soon as circumstances permit, viz.:—

Complete the Ashford By-pass, which was commenced prior to the War.

Maidstone By-pass, for which plans have already been prepared.

Swanley By-pass.

The improvement, including the provision of dual carriageways, of the London to Folkestone to Dover Trunk Road between the London County boundary at Eltham and Farningham, other than the length between the termini of the Swanley By-pass.

With regard to the roads proposed to be trunked and the London to Hastings Road, A 21, which the County Council has represented to the Ministry should be trunked, it is considered that the most urgent project is the Medway Towns By-pass and the extension thereof to Brenley Corner. Preliminary plans only of the route have been prepared. Other urgent projects with regard to these roads are:—

Sevenoaks By-pass. Plans have been prepared but will require amendment to meet the Ministry's requirements.

Tonbridge By-pass. No plans prepared.

New Romney By-pass. Only plans of route prepared.

The improvement, including the provision of dual carriageways, of the under-mentioned lengths of existing road, viz.:—

The London to Dover Road, A 2, between the London County boundary south-west of Welling, and the western junction with the proposed Medway Towns

THE COUNTY ROAD PLAN

By-pass, together with the construction of the length of road, referred to * *
* *in the paragraph headed Route A 227 on page 61*, for the purpose of enabling the Gravesend to Tonbridge traffic to pass under Route A 2.

The London to Hastings Road, A 21, between the most appropriate point in or south of Bromley and the northern junction with the Sevenoaks By-pass.

County Roads

* The following order of priority is suggested in respect of other road schemes for which, it would appear, the County Council will be primarily responsible:—

- (a) Widening of A 253 between Monkton and Ramsgate and possibly the construction of a section of new road past Manston Aerodrome.
- (b) Sturry Diversion.
- (c) Widening of A 252 from Charing, via Challock and Chartham to Canterbury.
- (d) Widening of A 233 between Bromley and Westerham.
- (e) Widening of A 249 to link up the Maidstone and Medway Towns By-passes.
- (f) Widening of A 249 from Medway Towns By-pass to Key Street and Iwade, with any improved means of access to the Isle of Sheppey which may be approved.
- (g) Brooksend to Margate new road and widening of B 2049.
- (h) By-pass for Sandwich.

CONCLUSION

* In the course of the Committee's deliberations, attention has been given to aspects which are common to a number of proposals. Three of these are of particular importance:—

(a) PROVISION OF FOOTPATHS.

The Committee has given close attention to the extent to which footpaths will be accommodated within the proposals and is satisfied in this respect. The Committee attaches importance to the need for the provision of footpaths being kept in mind in connexion with the carrying out of the improvements contemplated in this report.

(b) SAFEGUARDING OF ROUTES¹.

With regard to the safeguarding of routes, the Committee feels that it is preferable to take action pursuant to the Restriction of Ribbon Development Act, 1935, as soon as this course becomes possible, rather than to include the routes in planning proposals. In the meantime, each Planning Authority concerned should be asked to assist by informing the County Council of all proposals for development, which, if carried out, would prejudice a proposal for the construction of a by-pass.

(c) ROADS CONTINUING IN ADJOINING COUNTIES.

A number of roads dealt with in this report continue into the adjoining Counties of East Sussex and Surrey. The Committee considers that appropriate action should be taken with a view to ensuring that, where desirable, proposals for the improvement of the roads referred to shall be co-ordinated.

* It is possible that new roads may be constructed for housing and industrial development and that roads constructed for this purpose may have some traffic value. It is impossible, however, to envisage what development is likely to arise or where it is likely to take place. Such matters as these will have to be dealt with when they arise in consultation with the Planning Authorities.

* A number of major and important road schemes required relate to the existing Trunk Road (the London—Folkestone—Dover Road, A 20 and part A 259) and the cost of carrying out any such schemes would be borne by the Government. The extension of the trunk road system in Kent would relieve the County Council of considerable existing and potential financial responsibility. Such relief would assist the County Council in carrying out improvements on the other classified roads and on unclassified roads.

¹ The Town and Country Planning Act 1947 repeals the sections of the Restriction of Ribbon Development Act 1935, relating to safeguarding of routes, and contains alternative provisions. See Appendix C.



VILLAGE GREEN
Bearsted, near Maidstone



OLD ROMNEY CHURCH, ROMNEY MARSH

CHAPTER V

OPEN SPACES AND AMENITIES

PRESERVATION AREAS

General

It has long been recognised that there are in England, as in most countries, areas of special scenic beauty or of particular amenity value which are national or regional both in interest and because the area extends through several local government areas. The value of such an area may be relative rather than intrinsic; a "green belt" round a city may have no more intrinsic beauty than any ordinary rustic scene, but may nevertheless have a special amenity value in relation to the urban community which it surrounds. Again, those portions of the coastline of a region or county remaining undeveloped may have no beauty to compare with parts of the Welsh coast but it may be indispensable to preserve, for amenity reasons only, such unspoilt coast as has escaped the ravages of "week-end" and "permanent" seaside bungalows.

There appear to be four important areas in Kent which justify preservation upon purely amenity grounds and which are so comparatively extensive that they necessitate consideration from a wider point of view than that of joint planning committees as they have been constituted:—the Green Belt round London which, to avoid confusion with the Green Belt Ring in the Greater London Plan, it appears expedient to term a "Green Barrier"; the North Downs and related valleys; the coastline; and an area comprising chiefly the ridge known as the Greensand Hills, extending from the Surrey boundary at Kent Hatch to Ightham Common. Areas for which there is a strong case for preservation on amenity grounds but which it is thought are likely to be preserved in any event because of high potential agricultural value, such as the Weald of Kent, have for that reason been excluded. The four preservation areas mentioned are shown upon the Planning Basis Map.

Green Barrier round London

The preservation of a green barrier round London has been discussed from time to time since the seventeenth century, but the first practicable attempts to secure it may be said to have followed the recommendations made by Sir Raymond Unwin in his Report to the Greater London Regional Planning Committee in 1933. While some early progress was made by certain Home Counties, the scheme which was in active progress at the outbreak of the war in 1939 was really initiated by the London County Council's decision to make substantial grants towards the cost of preserving land to form a green barrier and was facilitated by the passing of the Green Belt (London and Home Counties) Act in 1938.

Over two thousand five hundred acres of land in Kent had been acquired for Green Belt purposes under that Act at the outbreak of the war, all but about 100 acres of which forms part of a green barrier round London; the exception being a part of the Greensand ridge known as Hanging Bank. Most of the land was acquired by the Kent County Council with the aid of contributions from the London County Council and the county district councils in whose areas the properties were situated. With one or two exceptions the properties are managed by the district councils concerned as agents for, or as lessees of, the Kent County Council.¹

There will be little practical difficulty, subject to financial considerations, in completing the barrier between the Croydon boundary and the Darent Valley, just north of Farningham, but north of that point a continuous green barrier may not be possible of achievement. Parkway treatment of the proposed Dartford Tunnel Approach Road will, however, make a major contribution to the solution of that problem.

The North Downs

There is unlikely to be any dispute that the crests and slopes of the North Downs, and certain related valleys and river gaps, form a feature of the topography of Kent which should

¹ Details are given later in this Chapter.

be protected against disfigurement by building, by uncontrolled surface mineral workings, or by indiscriminate felling of trees.¹ Indeed they merit consideration as a future National Park.²

The problem has been aggravated by the fact that much of the land in question is of comparatively low potential agricultural value and in the western part of Kent has been much sought after for building purposes. Different methods of securing preservation may have to be applied to various parts of this extensive area which extends from the Surrey boundary to Folkestone and to the Shakespeare Cliffs at Dover. This question is referred to later in this Chapter.

The Coastline

While in theory the problem of the proper control of coastal areas is a national or regional one, it is difficult so to deal with it in practice. Visitors to the coast demand a number of facilities including amusement parks, camping sites, beach huts and "week-end" bungalows. These demands cannot be arbitrarily denied merely because of the planning problems which their satisfaction creates. Most coastal towns dependent to any extent upon their prosperity as holiday resorts legitimately desire their share of such facilities. For this reason the difficulties inherent in attempting to determine the use of land in coastal areas upon a regional instead of a local basis will be readily apparent. Furthermore, the preservation against building development of selected coastal areas is commonly accepted by resort towns as a local liability which produces assets in the form of amenities attractive to visitors.

An attempt is being made by the Ministry of Town and Country Planning to analyse the problem upon the basis of a survey of the whole coastline of England and Wales, the full results of which are not yet available.

In these circumstances it is felt that consideration of the question as to whether there are any coastal preservation problems in Kent requiring national or regional action as distinct from local action should await the result of the Ministry's Report and further study of the matter by the Kent authorities concerned.

The Greensand Hills

Fortunately many of the most beautiful or interesting portions of this area have already been preserved. A number of pieces of land are owned by the National Trust, an interesting acquisition being Oldbury Hill, near Ightham. The Kent County Council, with the aid of contributions from the London County Council and the Sevenoaks Urban and Rural District Councils, has acquired properties comprising the area known as Hanging Bank and Brockley Mount. The most recent of these purchases took place during the war in order to limit the quarrying operations which threatened the eminence known as Windmill Point, from which can be obtained what many would claim to be the finest view in Kent.

This area is, for convenience, here termed the Greensand Hills. As shewn on the Planning Basis Map, however, it includes certain related areas of which the most important is Knole Park, Sevenoaks, the preservation of which is still, although Knole and part of its grounds is now in the hands of the National Trust, a problem of national importance.

Degree of Preservation

Varying opinions have been held as to the maximum extent to which building development could be restricted under the Town and Country Planning Acts prior to the new legislation without liability for the payment of compensation to the owners concerned. In the case of the special amenity areas referred to in the preceding paragraphs, it has long been suggested as desirable that the controlling authority or authorities should enjoy an unfettered discretion to restrict or prohibit development of any kind (other than the use of land, as distinct from the erection of buildings, for agricultural and horticultural purposes) for reasons of amenity only and regardless of such factors as ripeness and suitability of any particular piece of land for building purposes or the extraction of surface minerals.

It followed, therefore, that the matter should be dealt with on the basis that the owners affected might require to be compensated if the method of preservation were other than acquisition of the property in question and accordingly became necessary to consider the methods, available or likely to be available, by which the desired objects could be achieved.

¹ See also Chapter II, Physical Features on pages 12 to 17.

² See Cmd. 6628, National Parks in England and Wales; Report by John Dower and Cmd. 7121, Report of the National Parks Committee (England and Wales), July, 1947.

Methods of Preservation

Three methods have been available for a number of years:—

- (i) Acquisition for statutory purposes such as under the Green Belt (London and Home Counties) Act, 1938, which does not preclude the letting of any of the land for agricultural or other purposes consistent with the object to be secured.
- (ii) The reservation of the land as private open space in planning schemes or other similar arrangement (*e.g.* agreements under Section 34 of the Town and Country Planning Act, 1932, the repeal of which is provided for in the Town and Country Planning Act, 1947) which achieved the desired result although the owners retained possession and occupation of the land for approved purposes remained under their control.
- (iii) Special restrictive “zoning” provisions as to the erection and use of buildings and land in a planning scheme probably made specially for the area to be preserved together with provisions protecting the trees and woodlands. In respect of such provisions however, the Minister of Town and Country Planning could not be expected, in view of their restrictive character, to exercise his powers under the Town and Country Planning Act, 1932, to exclude liability for compensation.

No one of these three methods could appropriately have been applied to the whole of the preservation areas now under consideration. Purchase, as in the case of the land already acquired in Kent for green barrier purposes, was usually found to be the most satisfactory method in the north-westerly part of the County; whereas agreements with owners or other methods not involving acquisition secured the object and were both more desirable and practicable in other parts of Kent.

The Town and Country Planning Act, 1947, provides for the repeal of the powers under which methods (ii) and (iii) could be applied and in their place, removes one of the main obstacles to good planning by the extinction of all rights of owners to develop land. Development permitted by the local planning authority involves appropriate payments by the developers, and compensation to owners for the loss of their previously existing development rights is dealt with on a national basis by the provision of a fund from which *ex gratia* payments may be made. In this connexion attention is drawn to the basic assumption numbered (vi) in Chapter I. Under the powers in the new Act the disfigurement of amenity areas by development (which includes a change in the use of land) can be prevented; the method of securing public access to such areas, where it is desirable, will have to be considered in each case.

GREEN BELT LANDS ACQUIRED IN KENT

The extent of the properties which have been acquired by the Kent County Council for green belt purposes, or acquired for such purposes by county district councils with the aid of contributions from the Kent and London County Councils totals, as has already been stated, some 2,516 acres.

Although large portions of land preserved under the Green Belt Scheme are let, chiefly for agricultural purposes, existing public footpaths are available to the public and additional facilities of this character have been or will be provided. In some cases the land so let will ultimately be used for public open space or recreation grounds.

The properties referred to in the following paragraphs include those already acquired, in course of acquisition, or under active consideration. They are dealt with under two headings; first, lands forming part of the Green Barrier and secondly, those within or outside the Green Barrier under the heading of Miscellaneous Green Belt Lands.

Lands forming part of the Green Barrier

WICKHAM COURT ESTATE, comprising 310 acres, is partly in the Borough of Beckenham and partly in the Urban District of Orpington and is chiefly arable land forming part of a farm holding. The remainder of the farm was not acquired as it was subject to an option (not yet expired) held by a third party. About one third of the gross cost amounting to £39,275 was shared by Beckenham and Orpington, the remainder being borne equally by London and Kent. An area of about 60 acres, forming part of the same Estate but situated west of the County boundary, was also acquired under the Green Belt Scheme by the Corporation of Croydon. The property is roughly twelve miles as the crow flies from Charing Cross.

The arrangements for the management and maintenance of this property approved by the Kent County Council are that it shall be leased for 999 years to the Beckenham Borough Council and the Orpington Urban District Council at nominal rents, those two Councils accepting liability for all outgoings and retaining all receipts other than those of a capital nature, for example, from the sale of timber. Control by the Kent and London County Councils over the future use of the property is secured by means of a deed of covenant entered into under the Green Belt Act and so far as Kent is concerned by the terms of the leases.

The whole of the property is at present let on an agricultural tenancy. There are no mature woodlands on the land which does, however, support some chestnut underwood.

HOLWOOD PARK, about 400 acres in extent, is partly in the Borough of Bromley and partly in the Urban District of Orpington, north-east of Wickham Court Estate. Steps are now being taken¹ by the County Council to preserve the property in collaboration with the London County Council, the Bromley Borough Council and the Orpington Urban District Council. It is an essential link in the Green Barrier and would connect with Wickham Court Estate by way of existing commons and County Council smallholdings in a south-westerly direction and with the High Elms Estate and neighbouring land (referred to in succeeding paragraphs) to the south-east.

The **HIGH ELMS ESTATE** is the largest single area acquired by the County Council under the Green Belt Scheme. The property of about 975 acres, lies in the southern part of the Urban District of Orpington between Farnborough and Downe. It comprises a mansion, parkland, extensive woodland, a number of farms and some private residences and is roughly fourteen miles as the crow flies from Charing Cross.

The cost of acquisition from the Trustees of the Avebury Estate was £99,900 which was borne as to a little less than one-third by London, about one-third by Orpington, and a little over one-third by Kent. The mansion and about 100 acres of parkland and woodlands are leased to Lady Avebury for her lifetime with a provision enabling her nephew to continue as a life tenant on the same terms if he so desires. The farms and private residences are let but some 250 acres of land including important woodlands are open to the public.

The Estate is managed and maintained by the Orpington Urban District Council under a 999 years lease on similar terms to those mentioned in relation to the Wickham Court Estate.

LAND NEAR FARTHING STREET. When the High Elms Estate was acquired the County Council also purchased some adjoining land known as Farthing Barn Farm, comprising about 49 acres and including a farmhouse, farm buildings and arable land which are let for agricultural purposes.

LAND NEAR GODDINGTON PARK. About 120 acres of land north east of the High Elms Estate and adjoining Goddington Park, which is owned by the Orpington Urban District Council as a public open space, was acquired under the Green Belt Scheme at a cost of £22,816. The property is roughly within fifteen miles radius of Charing Cross and abuts on the route of the proposed Dartford Tunnel Approach Road.

The London County Council's share of the cost was one quarter, the balance being divided equally between Kent and Orpington. The whole of the land is at present cultivated under the direction of the Kent Agricultural Executive Committee.

The area between Goddington Park and High Elms Estate is substantially built up and the only practicable way of linking up the Green Barrier at this point is by treating the proposed Dartford Tunnel Approach Road as a parkway. Such treatment has been approved in principle by the County Council and it is understood that the Minister of Transport is favourably inclined towards the proposal.

CHELSEFIELD HOUSE ESTATE. The acquisition of this property of 27 acres partly for the purposes of the Dartford Tunnel Approach Road and other County purposes and partly as part of the Green Barrier, has been approved by the County Council and is now proceeding. It lies immediately east of the Goddington Park land and is bounded to the east by County Council smallholdings which form part of the Green Barrier at this point. Between Chelsfield House and Lullingstone Park there is a gap in the Green Barrier.

LULLINGSTONE PARK was the first Green Belt acquisition by the County Council and comprises the major portion of the parkland originally attached to Lullingstone Castle on the

¹ November, 1947.

west bank of the River Darent between Eynsford and Shoreham. It comprises about 535 acres and contains extensive woodlands including one of the finest beech woods in Kent. It is roughly seventeen miles from Charing Cross.

The property was acquired at a cost of £30,028, of which approximately one quarter was borne by London, one third by the Dartford Rural District Council and the balance by Kent. The Rural District Council acts as agent for the County Council in relation to the management and maintenance of the property, the two Councils sharing equally the net cost. A game-keeper is employed and resides in a cottage on the property.

Lullingstone Castle itself and about 200 acres of land situated between the property in the ownership of the County Council, and the River Darent, is still privately owned. This part of the Estate also includes a church, and a gateway which is scheduled as an ancient monument. Negotiations for the preservation of this area as a private open space were interrupted by the outbreak of war.

A large part of the Park was, when acquired, rough grazing land, but this was taken over during the war by the Kent War Agricultural Executive Committee for cultivation. The arrangements made with the Executive Committee provide that before this portion of the land is handed back to the County Council it will be sown with grass. The condition of this land prior to the war was very bad and the operations of the Executive Committee will be of great ultimate benefit to the public when the land again becomes available for its enjoyment.

THE DARENTH VALLEY. From Lullingstone Park the proposed Green Barrier lies on both sides of the River Darent, and extends west to the Dartford Tunnel Approach Road until the built-up Dartford area is reached.

It is hoped that much of this land can be preserved without acquisition, but it is felt that all available land in the river valley should be secured for public enjoyment in due course, and that land should also be acquired for parkway treatment of the Dartford Tunnel Approach Road.

Two properties in this area have already been acquired by the Dartford Rural District Council with the aid of contributions from the Kent and London County Councils, amounting to about two thirds of the gross cost. These are Farningham Woods which comprise about 100 acres on a prominent hill north-west of the village, and a small area near Horton Kirby on the west bank of the River Darent.

Miscellaneous Green Belt Lands

BARNEHURST GOLF COURSE¹ is the only property in Kent acquired under the Green Belt Scheme with a contribution from the County Council which is between the Green Barrier and London.

It comprises about 93 acres and was purchased by the Crayford Urban District Council at a cost of £24,500, towards which the Kent and London County Councils made grants of £8,000 and £1,000 respectively. It is at present let to the Barnehurst Golf Club; the tenancy terminates in 1948.

Other properties on the London side of the Green Barrier were under consideration before the war for preservation, and were later recommended as open spaces by Professor Abercrombie in the Greater London Plan. The most important of these properties is Scadbury Park, Chislehurst.

PRESTON HILL FARM, comprising about 233 acres, is outside the Green Barrier on a spur of the North Downs to the east of the Darent River, and east of the Dartford to Sevenoaks Road. It is mainly in the Rural District of Dartford and partly in the Rural District of Sevenoaks.

It was acquired at a cost of £8,467, towards which the London County Council made a grant of £2,400, the balance being borne by Kent.

The farmhouse and a bungalow on the property were destroyed by enemy action during the war, and the agricultural land is now let to a neighbouring farmer. There is a rifle and small arms range on part of the grazing land.

HANGING BANK AND BROCKLEY MOUNT, on the Greensand Ridge, in the Sevenoaks Rural District, about 2½ miles south-west of the town of Sevenoaks, and near National Trust

¹ Mayplace, Crayford.

properties at Ide Hill, comprises about 96 acres and was acquired by the Kent County Council at a cost of £6,146. The London County Council and the Sevenoaks Urban District Council each made contributions of £1,260, and the Sevenoaks Rural District Council pays half the loan charges on the balance which was borne by Kent.

The property is managed by the Rural District Council as agent for the County Council, the two Councils sharing equally the net cost of maintenance.

Hanging Bank and Brockley Mount is a property of considerable intrinsic beauty and a fine view point. It contains a worked-out quarry, now undulating woodlands and an excellent example of the possibilities of restoration after surface mineral extraction, together with an existing quarry which is the subject of a lease, providing for limited working and expiring in 1949.

NATIONAL NATURE RESERVES AND CONSERVATION AREAS

Report of the Nature Reserves Investigation Committee

The Nature Reserves Investigation Committee of the Conference on Nature Preservation in Post-War Reconstruction, under the chairmanship of Sir Lawrence Chubb, issued in December, 1945, a Report on National Nature Reserves and Conservation Areas in England and Wales.¹

The Report contains a detailed Natural History Survey and sets out in detail "areas which, by reason of their special botanical or zoological interest, merit in the highest degree preservation and protection as part of the national heritage". The Report specifies what are termed National Nature Reserves and Conservation Areas, as areas which should be protected nationally, divided into three categories of priority, A, B and C:—

Category A includes those sites of outstanding merit which, in the Committee's opinion, must be safeguarded;

Category B those of special importance the destruction of which would be a serious loss to science; and

Category C those which should find a place in any complete national scheme.

It is made clear that the list of Reserves and Areas included in the Report is not an exhaustive one, and that there are many others which deserve to be safeguarded.

"In their selection both of National Reserves and of Conservation Areas", the Report states, "the Committee have kept very clearly before their minds the great educational value, not only of particular sites which by their nature are peculiarly well adapted for demonstrating in the field the general principles which have been learnt in the class-room, but also of the scheme as a whole. Everything should be done to encourage County Councils and other local educational authorities to provide such local reserves for the use and teaching of students in secondary schools, so that these students may there acquire that foundation of knowledge and sense of responsibility which will later make them valued visitors to any national reserve".

The Committee's proposals include some forty-seven Nature Reserves (twenty-six in Category A, fourteen in Category B and seven in Category C), twenty-five Conservation Areas (nineteen in Category A, four in Category B and two in Category C) and three National Parks.

The National Nature Reserves have been selected "purely upon their scientific merits irrespective of whether they fall within proposed Conservation Areas, possible National Parks, or are already the property of such bodies as the National Trust" and in the Report it is recommended that these sites should be acquired and administered on the lines laid down in a Memorandum issued by the Investigation Committee in March, 1943.

Referring to Conservation Areas, the Report states that "the only requisite for the preservation of their natural interest and amenity value is that they should be protected as far as possible from destructive changes—or, in other words, that they should be conserved" and the Committee strongly urge that no drastic or destructive changes should be permitted in the areas without expert scientific advice having first been obtained from a National Reserves Authority.

¹ National Nature Reserves and Conservation Areas in England and Wales. Report by the Nature Reserves Investigation Committee, 1945. Obtainable from the British Museum (Natural History). See also Cmd. 7122, Conservation of Nature in England and Wales. Report of the Wild Life Conservation Special Committee (England and Wales), July, 1947.

The selected areas situated wholly or partly in Kent are referred to in the Report as, follows:—

NATIONAL NATURE RESERVES

CATEGORY A

BLEAN WOOD AREA

Near Canterbury, Kent: 3,000 acres.

This extensive stretch of woodland (mainly sessile oak with hazel coppice, chestnut and birch) on the acid soil of the Eocene beds contains many unusual plants, good bird populations, and a rich insect fauna, comprising an association of woodland species restricted to the south-eastern counties and particularly well developed here. It is also a good representative of its type.

The main part of Blean Wood belongs to the Ecclesiastical Commissioners.

WYE AND CRUNDALE DOWNS

Kent: 1,500 acres.

This particular site provides not only a first-class example of typical Kentish chalk communities with many characteristic and rare species of plants and insects, but also . . . has the additional value that it supports an excellent association of south-eastern downland insects, the individuals of which are found only separately in other parts of the south-eastern counties.

CATEGORY B

HAM STREET WOODS

Ashford, Kent: 2,000 acres.

This area is the best example of oak-hazel and hornbeam woods on the Wealden clay; the insect fauna is very rich, and includes species that seem to be disappearing, or to have disappeared, from other similar woods in Great Britain. This fact makes its preservation of particular importance.

The Forestry Commission already owns some 1,200 acres, and the preservation of those conditions which make these woods so important scientifically must be a matter for agreement with the Commission.

CATEGORY C

DEAL SAND-HILLS

Kent: 250 acres.

This area is the finest example of sand-dunes and coastal sandy grassland in south-east England, and contains many rare species of insects and plants. These dunes supported the most celebrated sand-hill fauna of anywhere on the English coast; though this has probably now been partially disturbed, important elements are likely to have persisted, and under proper protection its great scientific value might well be restored.

On the South-east Coast, Deal Sand-hills are a fine example of their type, and are of prime entomological importance.

CONSERVATION AREAS

CATEGORY A

NORTH DOWNS (EAST)

Kent: 20 square miles.

The flora and fauna of the Kentish downland are distinctively different in many respects from that of the Surrey end of the North Downs and contain many rare and very local species, including a number confined to this small part of south-east England, which lies nearest to the Continental mainland. In addition to this, the area is of considerable importance as representing one of the several principal groups of communities that characterise the various divisions of the English Chalk. This area contains Wye and Crundale Downs.

(a) Rough boundaries:—

This strip of the southern edge of the East Kent downs runs for about 15 miles from Crundale and Wye at the north-western end to Folkestone Warren at the south-eastern; and is roughly indicated by following the arc of the 400-foot contour line between these two points. Except in a few places, it is doubtful whether this strip need be much over a mile wide, but more detailed demarcation on the ground will be necessary.

(b) Sites of special importance:—

- (i) Wye and Crundale Downs
- (ii) Brabourne Downs
- (iii) Postling
- (iv) Stowting
- (v) The two-mile stretch from above Cheriton to Sugar Loaf Hill behind Folkestone
- (vi) Folkestone Warren.

(This area is almost identical with the preservation area shewn on the Planning Basis Map¹.)

CATEGORY B

DUNGENESS (NEW ROMNEY TO HASTINGS, COAST)

Kent, Sussex : 50 square miles.

This area embraces a 24-mile stretch of coastline, including shingle, marshes and ponds, sand-dunes, and the cliffs near Hastings. Dungeness is unique in its large areas of loose shingle, much of which has not been interfered with by man, and provides by far the best example of an "apposition beach complex" in this country; and the shingle, shingle-sand, and saltmarsh-sand successions are better developed here than elsewhere. Dungeness and its hinterland provide the best area in south-east England for migratory birds. The insect fauna is exceedingly rich both in resident species and as a temporary home for migrants. The various habitats support a number of uncommon and rare plants, including mosses.

Parts of Denge Marsh and Beach (Hoppen Pits) are bird sanctuaries owned by the Royal Society for the Protection of Birds, and a third adjoining area (Walkers Outland) is shared between them and Mr. R. B. Burrowes; about six square miles of marsh belong to All Souls' College, Oxford; and part of the shingle is in the water catchment area over which building is already prohibited.

(a) Rough boundaries:—

The area may be delimited as follows: starting just east of Hastings a narrow coastal strip to include Fairlight Glen and on, south of Winchelsea, to Rye; from there on round to Old Romney, so as to include Walland Marsh, and from Old Romney to the coast at Great Stone Point.

It would be very desirable to extend this area northwards, or to add to it as a small separate section a stretch of several miles of the Royal Military Canal near Appledore; 72 acres of the canal are already held by the National Trust. This disused waterway and its banks are rich in aquatic life and in plant and insect species and conservation would provide a very valuable area for the extreme south-eastern flora and fauna complementary to that of the Basingstoke Canal.

(b) Sites of special importance:—

In addition to Dungeness itself with its shingle, marsh, and ponds, the following sites may be noted:—

- (i) Coastal strip between Hastings, Fairlight and Winchelsea; geology, birds, insects and a good flora, particularly of mosses.
- (ii) Beach from Winchelsea to the Rother; unspoilt coast with rare plants and birds.
- (iii) Camber Sands, east of the Rother; an interesting belt of sand-dunes.
- (iv) The Royal Military Canal (see under (a) above).

¹ In back pocket.

The Report was prepared from information supplied to the Nature Reserves Investigation Committee by Regional Sub-Committees and it states that the "full recommendations received from the Regional sub-committees have been placed at the disposal of the Ministry of Town and Country Planning and the local planning authorities concerned; but the Committee hope in a subsequent Memorandum to collate, classify, and present the data relating to sites recommended for local conservation. . . . There are throughout the country many hundreds of sites, both small and large, the protection of which is of the highest importance, not only to those who live near them, but also to a wider public. In the Committee's view, the conservation of these further sites should be entrusted to the energies and local patriotism of those who may be expected to derive the greatest benefit from them."

BUILDINGS OF HISTORIC OR ARCHITECTURAL INTEREST

There are a number of ways in which local authorities can ensure the preservation of buildings of historic or architectural interest, in appropriate cases, against improper alteration or destruction.

An authority can acquire such a building for the purposes of one or more of its functions. There are also statutory powers of control, direct or indirect, which can be exercised by local planning authorities. The outstanding example of such action in the administrative County of Kent before the war was that of the City of Rochester which made Orders in respect of a number of buildings under section 17 of the Town and Country Planning Act, 1932. The powers for the preservation of buildings of historic or architectural interest, given by that Act as extended by the Act of 1944 are repealed and re-enacted in the Town and Country Planning Act, 1947.

Apart from positive measures to secure preservation, local authorities frequently have had, or will in future have, to consider carefully what action to take in relation to a building of historic or architectural interest which is affected by major road proposals, or the re-development of a war-damaged or obsolescent area.

For these reasons it has always been desirable that local authorities generally should have knowledge of those buildings in their areas which come within this category. The Minister of Town and Country Planning was empowered by section 42 of the Town and Country Planning Act, 1944, to compile lists of such buildings in England and Wales, or to approve, with or without modifications, such lists compiled by other persons or bodies, and this power is retained in the Town and Country Planning Act, 1947.

In 1941 the Ministry of Home Security set up panels of architects to prepare lists of buildings of historic and architectural interest for use in connexion with a policy of special protection in areas affected by enemy action. These lists were admittedly incomplete; conditions prevailing at the time of their compilation and the urgency of the matter are sufficient excuse for their shortcomings.

The Kent County Council decided, some considerable time before the Act of 1944 mentioned above was first introduced into Parliament in the form of a Bill, that the Ministry of Home Security lists which related to Kent would form a basis upon which more satisfactory and complete schedules could be prepared. These lists were accordingly amended in consultation with the various local authorities concerned, including a number of Parish Councils, and subsequently with the Kent Archaeological Society. Members of that Society, under the general guidance of Sir Edward Harrison, its Honorary General Secretary, have given much time and thought to the matter.

It is hoped that the lists of buildings so compiled, which will be found in Appendix A, will facilitate the compilation of approved lists and suitable action under the new Act.

LANDSCAPE DESIGN

There appears to be a popular misconception that the functions of the landscape architect in relation to town and country planning are confined to the lay-out and design of parks and gardens. Landscape architecture is closely related to architecture but deals primarily with what have been termed "unroofed spaces" and, unlike or at least to a much greater extent than architecture, with entities which undergo continuous change such as trees and other vegetation.

Landscape Design has been described by Professor F. L. Olmstead as "the art of choosing wisely between any practical alternatives which present themselves to us in dealing with land and the objects upon it, with a view to securing greater enjoyment from the appearance of our outdoor surroundings".

The most constructive contributions to the planning of town and country in relation to the landscape can be made if landscape considerations are taken fully into account at the earliest stages of any development, such as the construction of a road or the surface working of minerals, rather than that the services of the landscape architect should be sought to prepare planting schemes to cover up scars or replace destroyed amenities. The planting of trees should be primarily functional, such as for timber, to form wind-breaks, to supply shade, or to eliminate dust from the atmosphere. Amenity and beauty will best be achieved by well-ordered planting for functional purposes.

Great opportunities will arise in connexion with the creation of new communities, major road plans, establishment of green belts, choice of sites for schools, hospitals and other institutions, for the carrying out of a positive policy of preserving and creating landscape. What was done by the great landowners chiefly in the eighteenth and early nineteenth century to conserve and improve the landscape of England must now be done, if it is to be done at all, by public authorities.

With regard to afforestation, it may be that there is little likelihood of extensive planting on a commercial scale in Kent. The experience gained in the two World Wars, however, leaves no doubt that some re-planting operations will have to be carried out in the county in the national interest. At present, although considerable encouragement to do so is given by the Forestry Commission, there is no general obligation upon owners to replant; the Town and Country Planning Act, 1947¹, retains the provisions in the previous planning legislation for securing on amenity grounds the preservation of trees and woodlands and the re-planting of any part of a woodland area which is felled in the course of forestry operations permitted by or under a "tree preservation order," but such an order carries with it a liability to pay compensation to the owner and in the opinion of the County Councils Association it might be reasonable to impose without payment of compensation an obligation to replant in cases where timber is felled in commercial quantities. It is important that these operations should be controlled and considered as part of the general landscape problem.

One has only to look at the panorama of the southern slopes of the North Downs seen from the low-lying areas between Folkestone and Westerham to realise that the preservation and creation of landscape is no less important than the design of buildings or of roads. As in the case of other aspects of physical planning, positive action should now replace the negative control which for too long has masqueraded as "town and country planning".

On that note it seems fitting to conclude this volume.

¹ See Appendix C.

APPENDIX A.

BUILDINGS OF HISTORIC OR ARCHITECTURAL INTEREST¹

BECKENHAM BOROUGH

Church (St. George) (*east end damaged by enemy action*).
Church (St. John the Baptist), West Wickham.
Langley Court Chapel.
Rawlins's Almshouses, Bromley Road (*damaged by enemy action*).
Beckenham Place.
Kent House Farm Hotel.
Wickham Court.
R.C. Church (St. Edmund of Canterbury), Village Way.

BEXLEY BOROUGH

Church (St. Mary).
Church (St. Michael), East Wickham.
Hall Place.
Danson Park.
Styleman's Almshouses.
No. 57, High Street.
Nos. 13, 15, 17 and 19, Bourne Road.
Old Mill.
King's Head public house.
Red House, Red House Lane, Bexleyheath.

BROMLEY BOROUGH

Church (S.S. Peter and Paul) (*tower only standing after enemy action*).
Church (St. Mary the Virgin), Hayes.
Church, Keston.
Bromley College.
Palace (*formerly Palace of Bishops of Rochester*).
Nos. 10 and 11, Church Road, Bromley (*damaged by enemy action*).
Ravenscroft Hotel, Mason's Hill.
The Rookery, Bromley Common.
Sundridge Park Hotel.
The Temple (*remains*), west of Keston Court.
Holwood.
Old Windmill on Keston Common.

CHATHAM BOROUGH

Church (St. Mary).
No. 11, Ordinance Terrace.
Hawkins's Almshouses.

DARTFORD BOROUGH

Church (Holy Trinity).
Bull Inn.
Priory Gate (*Hall's Engineering Works*).
No. 82, High Street.
Orchard Cottage, rear of High Street.
Priory Farmhouse.

DARTFORD BOROUGH—*continued*.

Old oak door frame in Priory garden wall facing Kingsfield Terrace.
No. 74/76, High Street—gable end of S. Gibson's shop.
Twisleton Almshouses, West Hill.
Dartford Bridge House.
Three Tuns public house, Overy St. (*part originally used by Guild of All Saints*).
Old cottage dated 1673, part of the Malt Shovel public house, Darenth Road, off East Hill.
Old forge near Malt Shovel public house.

DEAL BOROUGH

Church (St. George).
Church (St. Leonard).
Deal Castle.
Sandown Castle (*ruins*).
Court Lodge.
St. Andrew's Rectory, High Street.
Nos. 178, 180, 183 High Street.
Middle Street, Nos. 2, 4, 6, 8, 10, 12, 5, 7, 9, 11, Queen Anne House, 2, Crown Court, Stonar House, Tufnell House, 75, The Ship Inn, 145.
Rosway, Middle Deal Road.
Upper Deal House.
Church (St. Martin), Great Mongeham.
Solley's Farmhouse (Sparrow Court), Great Mongeham.
Stone Hall, Great Mongeham.
White Cottage, and Redberry (*behind White Cottage*), Great Mongeham.
Old Church (St. Mary), Walmer.
Walmer Castle.
Manor House, Walmer (*remains*).
Walmer Court.

DOVER BOROUGH

Church (St. Andrew), Buckland.
Old Church (St. James) (*damaged by enemy action*).
Church (St. Mary in the Castle).
Dover Castle.
Maison Dieu (Town Hall).
Maison Dieu House.
Priory Buildings, Dover College.
St. Edmund's Chapel (*now used as a forge*).
Castle Hill House.
No. 14, Snargate Street.
Crypt under No. 10, Bench Street.
Church (St. Martin le Grand) (*ruins*).
Church (St. Mary the Virgin), Cannon Street.

¹ See Chapter V, page 83.

ERITH BOROUGH

Church (St. John the Baptist).
 Lessness Abbey (*remains*).
 Royal Alfred Institution, Belvedere Park.

FAVERSHAM BOROUGH

Church (St. Catherine), Preston.
 Church (St. Mary of Charity).
 Church (St. Mary Magdalene), Davington.
 Abbey Street, Nos. 34, 80, 81 (80 and 81
remains of St. Saviour's Abbey), 82, 83, 84.
 Court Street, Nos. 24, 40, 47, 25 and Messrs.
 George Beer and Rigden's Offices.
 Davington Priory (St. Mary Magdalene)
 (*remains*).
 Davington Court.
 Gateway in garden of Davington Court.
 East Street, Nos. 5, 54 (*damaged by enemy
 action*).
 Market Place, Nos. 1, 6, 10, Town Hall, Ship
 Hotel.
 Mall House, The Mall.
 Wreight's House, The Mall.
 Nos. 76, 84, 85, Preston Street.
 Maison Dieu, Ospringe Street.
 Macknade, Preston.
 Preston Vicarage.
 Nos. 12, 114, 121, 123, West Street.
 Masonic Hall (*formerly the Grammar School*).
 Cooksditch.

FOLKESTONE BOROUGH

Church (S.S. Mary and Eanswythe).
 Church (St. Martin), Cheriton.
 Sandgate Castle.
 No. 21, Cherry Garden Avenue.

GILLINGHAM BOROUGH

Church (St. Mary).
 Grange Chapel.
 Church (St. Margaret), Rainham.

GRAVESEND BOROUGH

Church (St. George).
 Town Hall, High Street.
 The Custom House.
 Three Daws public house, High Street.
 Parrock Hall, Parrock Road.
 Parrock Manor, Parrock Road.
 New House, New House Lane.
 Church (S.S. Peter and Paul), Milton.
 Milton Chantry.
 Chapel (St. Mary), Denton.
 Ship and Lobster public house, Denton.
 Readers, Lower Shorne Road, Chalk.
 Filborough, Chalk.
 Church (St. Mary), Chalk.
 Dickens Honeymoon Cottage, Chalk.
 Hever Court, Singlewell.

HYTHE BOROUGH

Church (St. Leonard).
 Town Hall.
 Old Manor House.
 High Street, Nos. 54, 64, 94, 96, 112, 114, 120,
 122, 152, 154, 156, 41, 69, 125.
 Greenways, Mount Street.
 Church Hill, Nos. 17, 21, 23, 25, 27.
 St. Bartholomew's Hospital.
 Bartholomew Street, Nos. 22, 24, 26, Hill
 House, Oak Hall.

HYTHE BOROUGH—continued

Nos. 6 and 8, Marine Walk Street.
 Nos. 7, 9, 11, and The Dene, Dental Street.
 Old Manor House and The Vicarage, Hillside
 Street.
 Rockdene, St. Leonard's Road.
 Nos. 13, 15, 17, Portland Road.
 Portland Villa, Portland House, 29, 31, The
 Hermitage, Market Street.
 Nos. 6, 8, 10, 12, North Road.
 The Mill and Mill Cottage, Mill Road.
 No. 4, Prospect Road.
 No. 19, and Kent Cottage, Chapel Street.
 Mediaeval stone walls.

LYDD BOROUGH

Church (All Saints).
 Old Court Hall, Coronation Square.
 The Fort at Lade.

MAIDSTONE BOROUGH

Church (All Saints).
 Church (St. Peter).
 Church (St. Laurence), Allington.
 Archbishop's Palace and Gatehouse.
 Palace Stables (Tithe Barn), Mill Street.
 The College (Gateway, Master's Tower, and
 gateway in College Road).
 Len Bridge and old summer house, Palace
 Gardens.
 All Saints Vicarage (*formerly Digons*), Knight-
 rider Street.
 Knightrider House.
 No. 70, Lower Stone Street and No. 4A,
 Knightrider Street (*formerly Mill Farm-
 house*).
 Nos. 99 and 100, High Street.
 No. 37, King Street (Tudor House).
 Town Hall, High Street.
 No. 78, Bank Street.
 Unitarian Chapel, Market Buildings.
 Earl Street, Nos. 31 and 33 (*formerly
 Broughton's House*), 45 and 47.
 Corpus Christi Hall, Earl Street (*now part of
 Fremlin's Brewery*).
 Nos. 3 and 5, Havock Lane.
 Chillington House (Museum), Faith Street.
 Almshouses, Faith Street.
 Weavers, Nos. 60, 62A, Faith Street, and No. 9,
 Waterside.
 Nos. 16 and 18, Faith Street.
 55 and 55A Week Street.
 Old Sessions House.
 Sandling Place Farmhouse, Sandling Road.
 Allington Castle.
 Bydews Place.

MARGATE BOROUGH

Church (St. John the Baptist).
 No. 23, King Street.
 Nos. 45, 47, 49, King Street.
 Drapers (Yoakley's) Almshouses, St. Peter's
 Road.
 Dent de Lion Castle (*remains*).
 Nash Court.
 Quex Park Mansion.
 Salmestone Grange.
 Church (All Saints), Birchington.
 The Smugglers Café, The Square, Birchington.

NEW ROMNEY BOROUGH

Church (St. Nicholas).
No. 19, High Street and remains of St. John's Priory behind.
Priory House, High Street.
Town Hall, and caretaker's house, High Street.
Southlands Hospital.
Four almshouses, West Street.
Nos. 3 and 4, West Street.
Assembly Rooms and Schoolroom adjoining, Church Lane.
New Inn.

QUEENBOROUGH BOROUGH

Church (Holy Trinity).
Guildhall.
Church House.
High Street, as a group.

RAMSGATE BOROUGH

Church (St. Lawrence).
Church (St. Mary), Chapel Place (*damaged by enemy action*).
Penistone House, High Street, St. Lawrence.
The Old House, 125, High Street.
No. 124, High Street.
Manston Court, Manston.
Newington Windmill (*remains*).

ROCHESTER BOROUGH

Cathedral.
St. Andrew's Priory.
Prior's Gate and Precinct Walls.
College Gate, High Street.
Minor Canon Row.
Castle walls and bastion.
Bridge Chapel.
Church (St. Margaret).
Guildhall.
Old Corn Exchange.
White Hart Inn, High Street.
Eastgate House, High Street.
No. 150, High Street ("Mr. Sapsea's house").
Old Deanery (*behind No. 82, High Street*).
Restoration House.
Satis House, Boley Hill.
Bull Inn, High Street.
Nos. 69-71, High Street.
Crypt under the George Inn, High Street.
St. Catherine's Hospital.
The Old Palace.
Gordon Hotel.
Church (St. Mary), Strood.
Church, Frindsbury.
Delce Windmill.
Temple Farmhouse, Strood.
St. Bartholomew's Hospital.
High Street as a group.
Bastion of old City Wall, Free School Lane (*complete*).
Foord Almshouses, Priestfields.

SANDWICH BOROUGH

St. Bartholomew's Hospital and Chapel (*outside area described below*).
The town as a whole, bounded by its ramparts and dykes, and the tidal River Stour, including:—
Church (St. Clement).

SANDWICH BOROUGH—continued

Church (St. Mary).
Church (St. Peter).
Toll Gate.
Fisher Gate.
Ye Old King's Arms.
Admiral Owen public house.
The Crispin Inn.
Church Street, off Strand Street.
Guildcount Lane.
No. 31, Harnet Street, and The Haven.
No. 22, High Street (Flint House), and No. 42.
Strand Street, Nos. 11 to 15 (The Weavers), 39 to 43 (The Pilgrims), 46 (Old House or King's Lodging), 91 (Manwood Court), (*formerly Sir Roger Manwood's School*).
No. 19, Upper Strand Street (Old Customs House).
Vicarage Lane.
The Guildhall.
No. 34, New Street (The White Friars).

TENTERDEN BOROUGH

Church (St. Mildred), High Street.
Old Manor House, No. 100, High Street.
St. Benedict's Priory (*formerly Finchdene*).
Unitarian Chapel.
Westwell House.
Eastwell House.
Woolpack Inn.
Huson Farmhouse.
Mainards Farmhouse.
Forstal Farmhouse.
Knockwood Farmhouse.
Plummer Farmhouse.
Tudor Rose, High Street.
Old Grammar School, High Street.
Belgar Farmhouse.
Dandy's Orchard.
Brunger House, Appledore Road.
Hales Place.
Old Meeting House.
Twisden Farmhouse.
Church (St. John the Baptist), Small Hythe.
Small Hythe Place and barn, Small Hythe.
The Priest's House, Small Hythe.

TUNBRIDGE WELLS BOROUGH

Nos. 1 to 10, Bedford Terrace.
Nos. 2 and 3, Berkeley Place.
The Manor House, Bishops Down.
Calverley Park (twenty-four houses).
Calverley Park Crescent (seventeen houses).
Nos. 6, 7 and 8, Cumberland Walk.
National Provincial Bank, High Street.
Church (King Charles the Martyr), London Road.
Tunbridge Wells and Counties Club, London Road.
Jordan Cottage, 68, London Road.
Jordan House, 69, London Road.
Nos. 78 and 85 (Thackery House), London Road.
Nos. 63, 64, 65 and 79, 82, 86, Mount Ephraim.
Civic Centre, Mount Pleasant.
Nos. 16, and 18 (Jerningham House), Mount Sion.
Eden House, 24, Mount Sion.
Mansfield House, 28, Mount Sion.

TUNBRIDGE WELLS BOROUGH—continued

Cecil Court, 30, Mount Sion.
 Mount Edgcombe Cottage, The Common.
 All buildings on both sides of The Pantiles,
 excluding the Lower Walk, Nevill Lodge,
 Maitland House and the Pump Room.
 No. 8, Upper Grosvenor Road.

ASHFORD URBAN DISTRICT

Church (St. Mary).
 Church (St. Mary), Kennington.
 Church (St. Mary), Willesborough.
 Boys' Hall, Willesborough.
 Little Boys' Hall, Willesborough.
 Church House, Willesborough.
 Willesborough Windmill.
 Bybrook, Canterbury Road.
 The College, Ashford.
 Nightingale House, East Hill.
 Brooke Place, East Hill.
 Bridge House, East Hill.
 No. 11, North Street.
 No. 20, North Street.
 No. 22, North Street.
 Old Grammar School.
 Kennington Hall, Kennington.
 Kennington Windmill.

BROADSTAIRS AND ST. PETER'S URBAN DISTRICT

Church (St. Peter), St. Peter's.
 Chapel (St. Mary), Albion Street, Broadstairs
(remains).
 The Old Farmhouse, 13, Church Street,
 Broadstairs.
 White Swan Cottage, Rozine Cottage and
 Whiles Cottage (*adjoining the White Swan*
Hotel), Reading Street.
 York Gate, Harbour Street.
 Bleak House.
 Dickens House.
 Archway House.
 Holland House.
 Nuckell's Almshouses.
 North Foreland lighthouse and houses.
 Pierremont Hall.

CHISLEHURST AND SIDCUP URBAN DISTRICT

Church (St. Nicholas).
 The Rectory.
 R.C. Church (St. Mary).
 Church (All Saints), Foot's Cray.
 Church (St. James), North Cray.
 Church (St. Paulinus), St. Paul's Cray.
 Church (St. Paul), Ruxley.
 Camden Place.
 The Tiger's Head Inn.
 Coopers, Botany Bay Lane.
 Hawkwood, Botany Bay Lane.
 Norman Cottage (Father Todd's Orphanage).
 Bishop's Well (*formerly Meyrick's*).
 The Briars.
 The Grange.
 Manor House (*formerly Ellis's*).
 Cottage in grounds of Hollybrake, Bull Lane,
 Chislehurst.
 Frogpool (*formerly Butt's Farm*).
 Dolobran.
 Walton Lodge, Royal Parade, Chislehurst.
 Queen's Head public house, High Street,
 Chislehurst.

CHISLEHURST AND DISTRICT URBAN DISTRICT—continued

Chestnut Cottage, Perry Street (west side,
 south of Beaverwood Road).
 Frogna, Sidcup.
 Scadbury Manor House, Sidcup.
 Manor House, Sidcup.
 Black Horse Inn, Sidcup.
 Lamorbey, Sidcup.
 Holbrook, St. Paul's Cray Common.
 Saxby's, St. Paul's Cray Common.
 Chesil, St. Paul's Cray Road.
 Foot's Cray Place, Foot's Cray.
 Many old timber and plaster cottages in
 Foot's Cray village.
 North Cray Place, Ruxley.

CRAYFORD URBAN DISTRICT

Church (St. Paulinus).
 Great barn, Howbury Manor.
 May Place.
 Shenstones.

HERNE BAY URBAN DISTRICT

Bishopstone Manor, Bishopstone.
 Eddington Farmhouse, Eddington.
 Church (St. Martin), Herne.
 Barn at Ridgeway Farm, Herne.
 Hawe Farmhouse, Herne.
 Underdown Farmhouse, Herne.
 Gateway to Brook Farm, Reculver.
 The Towers (*remains of church*), Reculver.
 Church (St. Mary), Hillborough (*remains of*
Saxon Cross).
 Maypole Farmhouse.
 Herne Windmill.

NORTHFLEET URBAN DISTRICT

Church (St. Botolph).
 Huggens's College.
 Roman Catholic Church (Our Lady).

ORPINGTON URBAN DISTRICT

Church (All Saints).
 The Priory.
 Church (S.S. Peter and Paul), Cudham.
 Church (St. Giles the Abbot), Farnborough.
 Church (St. Katherine), Knockholt.
 Church (St. Mary the Virgin), Downe.
 Church (St. Mary), Chelsfield.
 Church (St. Mary), St. Mary Cray.
 Rectory House, Chelsfield.
 Down House (*memorial to Charles Darwin*),
 Downe.
 The Pound, Knockholt.
 Court Lodge Farmhouse, Chelsfield.
 Skeet Hill Farmhouse, Chelsfield.
 Tower House, Downe (*entrance gates*).
 Cudham Hall, Cudham.

PENGE URBAN DISTRICT

Royal Naval Asylum.

SEVENOAKS URBAN DISTRICT

High Street (west side).
 Oak End.
 Royal Oak annexe (The Shades).
 Royal Oak.
 Nos. 5, 7, 9, 11, 13, 15, 17.
 Chantry House.
 Church (St. Nicholas).

SEVENOAKS URBAN DISTRICT—continued

High Street (west side)—*continued*

The Old Vicarage.
Nos. 19, 21, 21A.
Coach Builders Arms.
Nos. 31, 33, 35, 37.
Nos. 53, 55 (The White House).
Nos. 63, 65.
The Chequers.
Nos. 99, 101.
Bligh's Hotel.

High Street (east side).

Almshouses.
Grammar School.
Claridge House and cottage.
Manor House.
Nos. 10, 12 (The Church House), 14, 16, 18 (The Old House).
Nos. 20, 22, 24, 26, 28, 30, 38 (Park House), 40, 42, 44, 46, 48 (Top o' the Hill).
Christian Science Reading Room (48A).
Red House Cottages (*behind* 48A).
No. 50 (The Red House).
Nos. 58, 60, 62, 70 (National Provincial Bank), 90, 92, 94, 128, 130, 132, 134.

Six Bells Lane.

Nos. 8, 10, 11, 1, 2, 3, 4.

Wall west of Parsonage Lane and north of Six Bells Lane.

The Shambles.

Bateman's Shop.

Nos. 8B, 8.

London Road (west side).

Nos. 21, 23, 25, 27, 29, 35 (*now incorporated in 31 to 39*), 45 (*house behind*), 49.

London Road (east side).

Nos. 8, 10, 12, 14, 16, 20, 24, 24A, 32 (Anchor Inn), 34.

Dorset Street.

Nos. 1, 2, 3, 4, 5, 6, 7, 8, and Market House.

Bank Street.

Black Boy public house.

Dr. Taylor's house on Vine.

Ballantyne's house at corner of Park Lane and Hollybush Lane.

Quakers' Hall.

Quakers' Hall cottage.

Knole and garden walls and gates, Bird House, Park Keeper's house, Plymouth gates, and boundary wall in Seal Hollow Road.

Blackhall.

Little Blackhall.

Ash Grove.

Kippington House.

Bradbourne Farm.

Cross Keys Cottage.

Britton's Farmhouse.

SITTINGBOURNE AND MILTON URBAN DISTRICT

Bayford Farmhouse.

Church (St. Michael), Sittingbourne.

Chilton Manor House, Sittingbourne.

Fulston Manor House, Sittingbourne.

Filmer, Sittingbourne.

SITTINGBOURNE AND MILTON URBAN DISTRICT—continued

High Street, Sittingbourne, Nos. 31, 33, 35, 37, 39 (31 to 39 *formerly George Inn*), 41 (George Hotel), 43, 51, 59, 61, 75 (Brenchley House), 42 and 44 (*formerly Rose Inn*), 58 (Lion Hotel), 60, 62 (58, 60, 62 *formerly Red Lion Inn*).

Church (Holy Trinity), North Street, Milton.
No. 66, North Street, Milton.

The Cross, Milton, Nos. 90, 92, 94A (Jay's House).

High Street, Milton, as a group, especially Nos. 16 (King's Arms), 44, 46, 52 and 52A (Back's House), 54, 60 (Hind's House), 68, 70, 72, 80, 82, 84, 86, 88, 90, 92, 94, 96A, 96 (Marmion House), 98 (The Court Hall), 110, 112, 114, 27, 29, 31, 33, 63, 65 (*formerly Crown Inn and stables*), 67, 69, 71, 71A, 73 (Gortland, *formerly George Inn*), 75, 77 (The High House), 79 and 81 (*formerly Red Lion Inn*), 83, 85, 87, 91 (White Hart Inn), 93 (Three Hats Inn), 95, 97, 99, 113, 115, 117.

King Street, Milton, Nos. 8, 10, 12, Green Dragon.

No. 36, Mill Street, Milton.

Milton Windmill.

Scale House, Milton.

East Hall, Murston.

Mere Court, Murston.

SOUTHBOROUGH URBAN DISTRICT

The Weavers.

Great Bounds.

Little Boundes.

Mabledon Hall.

SWANSCOMBE URBAN DISTRICT

Church (S.S. Peter and Paul).

The Manor House.

TONBRIDGE URBAN DISTRICT

Church, (S.S. Peter and Paul).

Tonbridge Castle and Keep.

Nos. 112 to 124, High Street, including the Chequers Inn.

No. 212, High Street.

Rose and Crown Hotel.

Port Reeve's House.

Nos. 9, 10, 11, Bordyke.

Ferox Hall.

No. 1, Shipbourne Road.

Tonbridge School Chapel.

Tonbridge School (Jude House).

Hilden Manor.

Great Fishall Hall.

Little Fish Hall.

The Hermitage, East Street.

The Postern.

Postern Heath.

WHITSTABLE URBAN DISTRICT

Church (All Saints), Church Street.

Chancel of Old Church at Seasalter.

Railway Bridge over Church Road, Tankerton.

BRIDGE-BLEAN RURAL DISTRICT**Adisham**

Church (The Holy Innocents).
Adisham Court.
The Old Rectory.
Manor Farmhouse.

Barham

Church (St. John the Baptist).
Barham Court.
Broome Park.
Upper Digges Place.
Lower Digges Place.
Hearts Delight Farmhouse.
Maydeken.
The Red House.
Windmill on Barham Downs.

Bekesbourne

Church (St. Peter).
The Old Palace.
The Vicarage.

Bishopsbourne

Church (St. Mary).
Bourne Park.
Charlton Park.
Court Lodge.
Forge Cottage.
The Rectory, and White Cottage, Park Lane.

Bridge

Church (St. Peter).
Bridge Place.

Chartham

Church (St. Mary).
De L'Angle House.
Horton Manor Chapel.
Howfield.
Mystole Park.
Parish Hall (*formerly the Tithe Barn*).
Bedford House.
No. 2, The Square.
Shalmsford Manor.

Chislet

Church (St. Mary).
Chislet Forstal.

Fordwich

Church (St. Mary).
The Town Hall.
The Vicarage.
Manor House.
Give Ale Cottage.

Hackington

Church (St. Stephen).

Harbledown

Church (St. Michael).
Hopebourne.
St. Nicholas Hospital (Almshouses).

Hoath

Church (The Holy Cross).
Ford Manor.
Hoath Court.
Rushbourne Manor.

Ickham and Well

Church (St. John the Evangelist).
Newplace Farmhouse.
The Rectory.
Treasury Farmhouse.
Well Chapel (*ruins*).
Ickham Hall.

Kingston

Church (St. Giles).
Ileden House.
Church Cottage.
Whitelocks Farmhouse, Kingston Hill.
Village Hall (*Elizabethan barn restored*).

Littlebourne

Church (St. Vincent).
Anchor Inn.
Elbridge House.
Elbridge Farmhouse.
Higham Farmhouse.
Court Lodge.
Manor Farmhouse.
The Vicarage.
Nos. 1, 2, 3, The Green.
Nos. 1 and 2 Pilgrims' Rest. Nos. 1, 2, 3, 4
Post Office Cottages and house occupied by
Mr. Hastings, High Street.

Lower Hardres

Church (St. Mary).
Church (St. Mary), Nackington.
Heppington House.
Street End House.

Patricxbourne

Church (St. Mary).
Sondes House.
The Vicarage.
Waterfall Cottages.
Bifrons and The Lodge.

Petham

Church (All Saints).
Dane Chantry, Stone Street.
Kenfield Hall.
Swarling Manor.

St. Cosmus and St. Damian in the Blean

Church (S.S. Cosmus and Damian).
Amery Court.
Hothe Court.

Sturry

Church (St. Nicholas).
Gateway to Milner Court.
Milner Court (*old portion and barn*).
Sweech Farmhouse.
Mead Manor, Broad oak.

Thanington Without

Church (St. Nicholas).
Milton Chapel.
Cockering Farmhouse.
Tonford Manor.

Upper Hardres

Church (S.S. Peter and Paul).
Great Palmstead Farmhouse.
The Manor House.
Hardres Court.

BRIDGE-BLEAN RURAL DISTRICT—
continued

Waltham

Church (St. Bartholomew).

Westbere

Church (All Saints).
Yew Tree Inn.
Westbere House.

Wickhambreux

Church (St. Andrew).
Church (St. Mary), Stodmarsh.
Quaives Farmhouse.
The Old Rectory.
The Post Office.
Wickhambreux Court.

Womenswold

Church (St. Margaret).
Denne Hill.

CRANBROOK RURAL DISTRICT

Benenden

Church (St. George).
Old Manor House.
Old Smock Mill.
Old Grammar School.
Paper Mill Farm.
Pympe Manor.
Dingleden.
The Moat.
Forest Farmhouse.
Standen House.

Cranbrook

Church (St. Dunstan).
Cranbrook Grammar School (School House).
Flishinghurst.
Glassenbury House.
Goddards Green.
Hall House, High Street.
Old Wilesey.
Shepherds.
Sissinghurst Castle.
The Windmill.
Pesthouse.
The Freight.
Dence School.
Miss Wood's House, High Street (*now occupied by Lloyd's Bank Ltd.*).
Old Cloth Hall.
Friezley.
Hartridge Manor.
The Barracks.
The Pound House.
Hill House.
George Hotel.
Old Rectory.
Moat Cottages.

Frittenden

Church (St. Mary).
Pond Farmhouse.
Charity Farmhouse.

Goudhurst

Church (St. Mary).
Coffee House.
Combwell Priory (*ruins*).
Finchcocks.

Goudhurst—continued

Gatehouse, or Riseden House.
Pattenden.
Star and Eagle.
Smugley.
Twissenden.
Old Workhouse.

Hawkhurst

Church (St. Laurence), The Moor.
Elford's.
Hawkhurst Place (*now cottages*).
Marlborough House School (*original part*).
Almshouses.
Dunk's School and Almshouses.
The Close.
The Church Court.
The Chancery.
Iddenden.
Iddenden Cottages.
Pixhall.
Holmans.
Chittenden.
Ockley Farmhouse (*part Old Cloth Mill*).
Queen's Hotel.
The Ingles, Highgate.
Osbornes.
Attwaters.
Four Wents Cottages.
Vine's Cottages, The Moor.
Tickners.
Furnace Mill.

Sandhurst

Church (St. Nicholas).
Old Windmill.
Alderden Manor.
Bell Farmhouse.
Old Rectory (*now two cottages*).

DARTFORD RURAL DISTRICT

Ash

Church (S.S. Peter and Paul).
Ash Manor.

Darenth

Church (St. Margaret).
Chequers Inn, Darenth Road.
Clock House, Green Street Green.

Eynsford

Church (St. Martin).
Eynsford Castle (*remains*).
Bridge.
Bridge Cottage.
Little Mote.
The Ferns, Gore Tree Cottage and adjoining cottage.
Wested Farmhouse.
Home Farmhouse.
Elizabeth Cottages.
Windmill Cottage.
Bower Cottage.
Fountain Cottages.

Farningham

Church (S.S. Peter and Paul).
Lion Inn.
Manor House.
Water Mill.
Lock-up with iron-studded door, now part of Roper's Charity houses.

DARTFORD RURAL DISTRICT—continued**Fawkham**

Church (St. Mary).

Hartley

Church (All Saints).

Horton Kirby

Church (St. Mary).

Old Court Lodge.

Reynolds Place.

Franks.

Columbarium at Court Lodge.

Workhouse, south of Reynolds, Eglantine Lane.

Horton Castle (*remains—part of Court Lodge Farmhouse*).

Kingsdown

Church (St. Edmund).

Windmill.

Longfield

Church (St. Mary).

Rectory.

Lullingstone

Church (St. Botolph).

Lullingstone Castle.

Castle Gatehouse.

Dovecote.

Shoreham Castle Farmhouse.

Ridley

Church (St. Peter).

Manor House.

Southfleet

Church (St. Nicholas).

Vicarage.

School Gateway.

Small Tudor barn among farm buildings at rear of school.

Scadbury—end wall of kitchen garden recessed for beehives.

Schoolhouse.

Stone

Church (St. Mary).

Castle.

Rose Cottage, near Royal Oak Inn.

Sutton-at-Hone

Church (St. John the Baptist).

Sutton Place.

Preceptory of Knights Hospitallers.

Hawley Manor, columbarium and icehouse.

Almshouses, High Street (*opposite Frog Lane*), and Queen Anne Cottages behind.

Wilmington

Church (St. Michael).

Barn End Farmhouse.

Wilmington Manor.

Nos. 68 and 70, Dartford Road.

DOVER RURAL DISTRICT**Alkham**

Church (St. Anthony).

Boxhill Cottage.

Norton Farmhouse.

Oxbridge Farmhouse.

Capel le Ferne

Church (St. Mary).

Coldred

Church (St. Pancras).

Denton

Church (St. Mary).

Denton Court.

Tappington Hall.

Cottages on Village Green.

Little Madekin.

East Langdon

Church (St. Augustine).

Marston Hall.

Solton.

Guston

Church (St. Martin).

Hougham Without

Church (St. Lawrence).

St. Radigund's Abbey (*remains*).

Great Barn, St. Radigund's Abbey Farm.

Lydden

Church (St. Mary).

Thatched Cottage.

Bell Inn.

Ringwould

Church (St. Nicholas).

Chalk Hill Farmhouse.

River

Church (St. Peter).

St. Margaret's-at-Cliffe

Church (St. Margaret).

Church (St. Nicholas) (*ruins*) Oxney.

Oxney Court.

St. Peter's Church, Westcliffe.

Westcliffe Manor House (or Wallets Court).

Green Man public house.

Sibertswold

West Court Farmhouse, Shepherdswell.

Temple Ewell

Temple Farmhouse.

Church (S.S. Peter and Paul).

West Langdon

Church (St. Mary).

Abbey (St. Mary and St. Thomas of Canterbury).

Foundations of Abbey Church and undercroft of cellarer's building to west of Abbey.

Whitfield

Church (St. Peter).

Wootton

Church (St. Martin).

EAST ASHFORD RURAL DISTRICT

Aldington

Church (St. Martin).
Aldington Court.
Cobbs' Hall.
Hogbin's Farmhouse.
Parsonage Cottages (Old Parsonage).
Patterson's Farmhouse.
Ruffins Hill.
Symnell.
Walnut Tree Inn.

Bilsington

Church (S.S. Peter and Paul).
Court Lodge.
The Priory.

Bonnington

Church (St. Rumwold).

Boughton Aluph

Church (All Saints).
Boughton Court.
Home Farmhouse.

Brabourne

Church (St. Mary).
Bull Town Farmhouse.
The Limes.

Brook

Church (St. Mary).

Challock

Church (S.S. Cosmus and Damian).
Nine Chimneys.

Chilham

Church (St. Mary).
All the buildings in the Village Square and the
two roads leading to the Square.
Chilham Castle.
The Rectory.

Crundale

Church (St. Mary).
Huntstreet Farmhouse.

Eastwell

Church (St. Mary).
Eastwell Park—cottage only.

Godmersham

Church (St. Lawrence).
Bilting House.
Court Lodge.
Godmersham Park.

Hastingleigh

Church (St. Mary).

Hinxhill

Church (St. Mary).

Mersham

Church (St. John the Baptist).
Bower Farmhouse.
Court Lodge.
Elm Tree Farmhouse.
Mersham-le-Hatch.
New House, Kingsford Street.
The Old Vicarage.
Stone Green Hall.

Molash

Church (St. Peter).
Church Farmhouse.
Coppin's Farmhouse.
Great Bower Farmhouse.

Orlestone

Church (St. Mary the Virgin).
Orlestone Court Lodge.

Ruckinge

Church (St. Mary Magdalene).

Sevington

Church (St. Mary).
Court Lodge.

Smeeth

Church (St. Mary).
Bartlett's House.
Evegate.

Warehorne

Church (St. Matthew).
Parsonage Farmhouse.

Wye

Church (S.S. Gregory and Martin).
Belle Vue, Church Street.
No. 8, Church Street.
Mill House.
Spring Grove.
Yew Trees, Scotton Street.
Wye College (*old part*).
Wye Bridge.

EASTRY RURAL DISTRICT

Acol

Church (St. Mary Magdalene) (*remains*).

Ash

Church (St. Nicholas).
Chequer Court (*moated*).
Chequers Inn.
Moat Farmhouse.
Richborough Castle.
Richborough Farmhouse.
King's End Farmhouse.
Molland.
Paramour Grange.
Poulton Court (*moated*).
School Farmhouse.
Post Mill.

Eastry

Church (St. Mary the Virgin).
Selson Farmhouse.
Wells Farmhouse (*part*).
The Cross.
Eastry Court.
Mill.

Eythorne

Church (S.S. Peter and Paul).
Church (St. Nicholas), Barfreston.

Goodnestone

Church (Holy Cross).
Almshouse.
Goodnestone House.
Old Post Office.
The Well House.
Other houses (*village as a group*).
Church (St. Clement), Knowlton.
Knowlton Court.

EASTRY RURAL DISTRICT—continued**Goodnestone—continued**

Church (All Saints), Chillenden.
 Griffin's Head public house, Chillenden.
 Chillenden Court Farmhouse, Chillenden.
 Yew Tree Farmhouse, Chillenden.
 Post Mill, Chillenden.

Minster

Church (St. Mary).
 Minster Abbey and barn.

Monkton

Church (St. Mary Magdalene).
 Gore Street Farmhouse.
 Monkton Court.
 Parsonage House.

Nonington

Church (St. Mary).
 St. Alban's Court.
 Church Cottages.
 Toll Cottages.
 Stores House.
 Whitehouse Farmhouse, Frogham.
 Holt Street Farmhouse, Frogham.
 Church Farmhouse, Frogham.

Northbourne

Church (St. Augustine).
 Northbourne Court, barn, and ruins of
 St. Augustine's Monastery.
 The Vine.
 Church (St. George), Ham.
 Ham Farmhouse.

Preston

Church (St. Mildred).
 Preston Vicarage.
 Hardacres.
 Parsonage Farmhouse.
 Elmstone Church.
 Elmstone Court.

Ripple

Church (St. Mary).
 Barn at Ripple Court.
 Barn at Ripple Farm.
 Ripple House.

St. Nicholas-at-Wade

Church (St. Nicholas).
 Nether Hale.
 The Old Rectory.
 St. Nicholas Court.
 Shuart Farmhouse.
 Street Farmhouse.

Sarre

Crown Inn.
 Sarre Court.
 The Elms.
 Wychway Cottage, Newland, and Lamb's
 Cottage, in lane off main road.

Sholden

Church (St. Nicholas).
 Hull Place (Long Farm) (*part of*).

Staple

Church (St. James).
 Crixhall Court (*moated—damaged by enemy
 action*).

Stourmouth

Church (All Saints).
 Dean Farmhouse.
 Stourmouth House.

Sutton

Church (S.S. Peter and Paul).
 The Root Inn.
 Church (All Saints), Waldershare.
 Malmains Farmhouse, Waldershare.
 Waldershare Park and garden gates and
 screen, Waldershare.

Tilmanstone

Church (St. Andrew).
 Dane Court.
 Church Cottage.
 Thatched cottages, Upper Street.
 Church (St. Mary), Betteshanger.
 Betteshanger House.

Wingham

Church (St. Mary the Virgin).
 Red Lion Inn.
 The Dog Inn.
 Wingham Court.
 Canon Cottages.
 Main street as a group.
 Delbridge House.

Woodnesborough

Church (St. Mary).
 Church Gate Farmhouse.
 Hammill Farmhouse.

Worth

Church (S.S. Peter and Paul).
 Felderland Farmhouse.

ELHAM RURAL DISTRICT**Acrise**

Church (St. Martin).
 Acrise Place.

Elham

Church (St. Mary).
 Keeler's Mansion.

Elmsted

Church (St. James).

Hawkinge

Church (St. Michael).

Lyminge

Church (S.S. Mary and Eadburg).
 Sibton Place.

Lympne

Church (St. Stephen).
 Stutfall Castle (*ruins*).
 Palace of the Archdeacons of Canterbury.

Monks Horton

Church (St. Peter).
 Kite House.
 Monks Horton Farmhouse.

Newington

Church (St. Nicholas).

Paddlesworth

Church (St. Oswald).

ELHAM RURAL DISTRICT—*continued*

Postling

Church (St. Mary).

Saltwood

Church (S.S. Peter and Paul).
Saltwood Castle.
Brockhill Park.

Sellindge

Church (St. Mary).

Stanford

Church (All Saints).
Westenhanger Manor House and barn.

Stelling

Church (St. Mary).
Dog House Farm.

Stowting

Church (St. Mary).

Swingfield

Church (St. Peter).
Hoad Farmhouse.
St. John's Farmhouse.

HOLLINGBOURNE RURAL DISTRICT

Bicknor

Church (St. James).

Boughton Malherbe

Church (St. Nicholas).
Boughton Place.

Boxley

Church (St. Mary and All Saints).
Boxley Abbey and tithe barn.
St. Andrew's Chapel (*now a dwelling house*).
Old Pilgrims' Rest (Parsonage House).

Bredhurst

Church (St. Peter).
Abbot's Court.

Broomfield

Church (St. Margaret).
Leeds Castle.

Chart Sutton

Church (St. Michael).
Norton Place Farmhouse.
Chart Place.

De'ling

Church (St. Martin).

East Sutton

Church (S.S. Peter and Paul).
East Sutton Park.

Frinstead

Church (St. Dunstan).

Harrietsham

Church (St. John the Baptist).
The Old House.
Stede Court.
Bell Farmhouse.
Almshouses.

Headcorn

Church (S.S. Peter and Paul).
Cloth Hall.
Headcorn Bridge.
The Old Vicarage.
Headcorn windmill.

Hollingbourne

Church (All Saints).
Greenway Court.
Godfrey House.
The Manor House.
The Malthouse.

Hucking

Church (St. Margaret).

Langley

Church (St. Mary).
Rumwood Court.
Belmont House.
Langley Corner Farmhouse.

Leeds

Church (St. Nicholas).
Leeds Abbey (S.S. Mary and Nicholas) (*ruins*),
and dovecote.
Abbey Mill.
Battle Hall.
The Hollies.
Merriams Farmhouse.
Manor Cottages.
Viney's, Upper Street.

Lenham

Church (St. Mary), and lych-gate.
Almshouses.
Market Place—the whole square including
Chequers Inn.
Tithe Barn.
The Charity House.
The Lock-up.
Forge House.

Otterden

Church (St. Lawrence).
Otterden Place.

Stockbury

Church (St. Mary Magdalene).
Parsonage Farmhouse.

Sutton Valence

Church (St. Mary).
Sutton Castle (*ruins*).
Grammar School.
Swan Inn.
Almshouses.
Windmill.
Valence House.
Village centre, as a group.
Heaven's Cottage.

Thornham

Church (St. Mary).
Castle (*ruins*).
The Friars.
Thornham Court.

Ulcombe

Church (All Saints).
Ulcombe Place.

Wichling

Church (St. Margaret).

Wormshill

Church (St. Giles).

MAIDSTONE RURAL DISTRICT**Barming**

Church (St. Margaret), East Barming.
Beckett's Place.
Cottages, North Street.

Bearsted

Church (Holy Cross).
Milgate Park House.
Old Manor House, The Street.
Bell House, The Green.
Cottages at Roundwell.
The Old Plantation Inn.

Boughton Monchelsea

Church (St. Peter), and lychgate.
Boughton Place and tithe barn.
Herstfield Bridges.
Hart's House, The Quarries.
Brishing Court.
Lewis Court.
Cock Inn.
Martin's Farmhouse.

East Farleigh

Church (St. Mary).
Bridge.
Bridge House.
Columbarium at Court Lodge (*remains*).

Hunton

Church (St. Mary).
Hunton Court.
Buston.
Stonewall.
Clapper House.
Court Lodge.

Linton

Church (St. Nicholas).
Linton Place.

Loose

Church (All Saints) and old Vicarage.
Wool House and barn.
The Chequers Inn and adjacent houses.
Brook House.
Salts Place.
Vale House.
Hilly Cottage.
Old Mill House.

Marden

Church (St. Michael).
The Old House.

Nettlestead

Church (St. Michael).
The Place.

Otham

Church (St. Nicholas).
Gore Court.
Stoneacre.
Synyards.
Wardes.
Bishops.

Staplehurst

Church (All Saints).
Harts Heath.
Hushheath.
Loddenden Manor.
Bly Court.
Spilsill Court.
Exhurst.
Fuller's House.
Great Pagehurst.
Maplehurst.

Teston

Barham Court.
Bridge.

West Farleigh

Church (All Saints).
Thatched House.
Smith's Hall.

Yalding

Church (S.S. Peter and Paul).
Vicarage.
Yalding Bridge.
Twyford Bridge.
Court Lodge.
Kenward.
Saxonden.
The Glass House.
Cheveney.

MALLING RURAL DISTRICT**Addington**

Church (St. Margaret).
Addington Place.
Neolithic stone in Park.

Aylesford

Church (St. Peter).
The Friars.
14th century bridge and row of cottages
by bridge.
Almshouses.
Chequers Inn.
George Hotel.
Kits Coty.

Birling

Church (All Saints).
Birling Ashes.
Birling Place (*originally known as Springhead*).

Borough Green

The Old Farmhouse, Wrotham Road
(*restored*).

Burham

Church (Blessed Virgin) (*ruins*).
Great Culand Farmhouse.

Ditton

Church (St. Peter).
Old Mill House.
Stream Cottages, Bradbourne Lane.

East Malling

Church (St. James).
Ivy House Farm.
Bradbourne.
Tudor Hall Cottages, Larkfield.
Old cottages, Church Street.
Springhead Cottage.
Cottages known as The Barracks, Well Street.

MALLING RURAL DISTRICT—continued

East Peckham

Church (St. Michael).
Roydon Hall.

Ightham

Church (St. Peter).
Ightham Mote.
Mote Cottages.
Half-timbered houses in village.
Court Lodge.
George and Dragon Inn.
Town House.
Forge House.
Old Stones.
The Old Forge.
Tudor Cottage.
Oldbury Hall.
Pump Farm Manor.
Yew Tree Cottage, Redwell.
The Old House, Ivy Hatch.
Boundary House, Fen Pond Road.
Old Workhouse, Ightham Common.

Leybourne

Church (S.S. Peter and Paul).
Grange.
Rectory.
Castle (*ruins*).

Mereworth

Church (St. Lawrence).
Castle.
Yotes Court.

Offham

Church (St. Michael).
Quintain House.
Manor House.

Plaxtol

Church.
Fairlawne.
Nut Tree Hall.
Old Soar.
The Spoute House and forge.
Rats Castle (Knights Hospitallers' House).
Old Basted.
Stanley Grange.
Dux House.
Hyders.
Roughway Farm.
Old Allens.
Puttenden Manor.
The Tree House.

Ryarsh

Church (St. Martin).
Callis Court.

Shipbourne

Great Budds.
Claygate.
The Grange.

Snodland

Church (All Saints).
Mulberry Cottage, High Street.
Paddlesworth Church.
Paddlesworth House and barns.
Dode Church.

Stansted

Church (St. Mary).
Malt House.
Old Manor Cottage.
Barn at Goodman's Farm.
Church Cottage.
Coldharbour.
Fairseat Manor.

Trottiscliffe

Church (S.S. Peter and Paul).
Neolithic stones at Coldrum.

Wateringbury

Church (St. John the Baptist).
Wateringbury Place.

West Malling

Church (St. Mary).
Abbey and Tower and cascade.
St. Leonard's Tower.
Malling Place.
Went House.
12th century Priests' House at the back of
Harrington's Stores, High Street (*remains*).
Tudor Cottage.
Tudor House.
Church House.
Brome House.
Yew Tree Cottage.
Chestnut House.
Malling House.
Brooke House, Swan Street.
Queen Anne Cottage.
Abbey Gatehouse.
Connaught House.
Joiners Arms.
Arundel House.
Lady Caroline Neville Memorial House.
Elwood House.
The Vicarage.
Forsters.
Milverton House, High Street.
Wistaria.

West Peckham

Church (St. Dunstan).
Oxen Hoath.
Dukes Place.
Hamptons.

Wouldham

Church (All Saints).
Starkey Castle.

Wrotham

Church (St. George).
Yaldham Manor.
Ford Place.
Wrotham Place.
Archbishop's Palace (*remains*).
The Park.
The Bull Hotel.

ROMNEY MARSH RURAL DISTRICT

Brenzett

Church (St. Eanswith).

Brookland

Church (St. Augustine), and belfry.

ROMNEY MARSH RURAL DISTRICT*—continued***Burmarsh**

Church (All Saints).

Dymchurch

Church (S.S. Peter and Paul).

New Hall.

Martello Towers.

Ivychurch

Church (St. George).

Newchurch

Church (S.S. Peter and Paul).

Old Romney

Church (St. Clement).

St Mary in the Marsh

Church (St. Mary).

Snargate

Church (St. Dunstan).

SEVENOAKS RURAL DISTRICT**Brasted**

Church (St. Martin).

Brasted Place.

The Green.

The White House and Rectory Lodge.

Brasted Hill Farmhouse.

Wall at Heverswood.

Park Farmhouse.

Toys Hill Farmhouse.

Outridge.

School Cottages.

Chevening

Church (St. Botolph).

Chevening House.

Morants Court.

Everlands.

Chevening village, as a group.

Southdown House and Southdown Cottage,
Bessels Green.

Old Chapel, Bessels Green.

The Cottage and Dormers, Bessels Green.

No. 65, Westerham Road, Bessels Green.

Home Farm, Chipstead.

The Crown Inn, Chipstead.

High Street, Chipstead, Nos. 2 to 16, 30, 32,
40, 17, 19, 21, 23, 25, 27.

Bushey Cottage, High Street, Chipstead.

Warehouse, Bank House Buildings, Chipstead.

Hollylock, Chipstead.

Bank House, Chipstead.

George and Dragon, Chipstead.

White Lodge, Chipstead.

The Mill, Chipstead.

Rock House, Chipstead.

Moat Farm, Chipstead.

Chiddingstone

Church (St. Mary).

All the buildings in The Street, south of
church.

Chiddingstone Castle.

Hoath House (*formerly Batts House*).

Camp Hill.

Bore Place.

Cowden

Church (St. Mary Magdalene).

Waystrode Manor.

Crippenden House.

Scarlets Mill.

Furnace Mill.

Edenbridge

Church (S.S. Peter and Paul).

No. 69, High Street (*formerly Sir William
Taylor's House*).

Gabriel's.

Halstead

Halstead Place.

Colgates.

The Hall.

Hever

Church (St. Peter).

Hever Castle.

Henry VIII Inn.

Kemsing

Church (St. Mary).

St. Clere.

Box House.

Castle Bank.

Malt House.

Heaverham Village and Chequers Inn.

Broughton Farmhouse.

Leigh

Church (St. Mary).

Hall Place.

Almshouses.

Southwood House.

Pauls Hill.

Elizabeth's Cottage.

Ramhurst Manor.

Charcott Inn.

Otford

Church (St. Bartholomew).

Tower of Tudor Palace, including the connect-
ing cottage with chapel and dovecote.Palace Wall in Bubblestone Road (*remains*).Brunning's Farmhouse (Bubblestone Farm-
house).

The Castle House.

High Street, Nos. 4, 10 (Crown Inn), 12, 14,
16, 20, 22, 24, Forge Cottages (30, 32, 34),
36, 38, 40, 42, 48, 50.

The Horns public house.

Quies (*behind The Horns*).

Nos. 68, 70 (Grapevine Cottages).

Mill Cottage.

Bridge Cottage.

Broughton Manor.

Pickmoss.

Nos. 67, 69 (Pickmoss Cottages).

Nos. 59, 61.

The Old Parsonage.

The Bull Inn.

Nos. 11, 1 (Boddington).

Mountview.

Chantry Cottage, The Green.

Holmesdale Villa and Holmesdale.

Colits Well, Station Road.

SEVENOAKS RURAL DISTRICT—continued

Penshurst

Church (St. John the Baptist).
Penshurst Place.
Leicester Square.
Vicarage.
Butcher's Shop.
South Park.
Redleaf House.
Hammerfield.
Chested.

Riverhead

Church (St. Mary).
Manor House.
The Old Cottage, Chipstead Lane.
Nos. 6 and 8 Amherst Hill.
Miss Parker's Kindergarten.
Rose Cottage, Amherst Hill (*behind Valiant Motor works*).
Linden Square.
Dibden Farmhouse.
Dibden Cottages.
Stone wall between the Manor House and Amherst Arms.
The Summerhouse, Montreal Park.

Seal

Church (St. Peter).
Wilderness.
Stonepit.
No. 1, High Street.
Devon House, 31, High Street.
Nos. 4 and 6, High Street.
The Kentish Yeoman.
The Crown Inn.
Old Cottage, Park Lane.
Fawke Farmhouse.
Catt's Cottage, Under River.
Black Charles, Under River.
Brook Cottage, Under River.

Sevenoaks Weald

Long Barn.
Wickhurst Manor.

Shoreham

Church (S.S. Peter and Paul).
George Inn.
Shoreham Castle Farm.
Shoreham Place.
Filston Hall and oasthouses.
Sepham and barn.
Water House.
Darenthulme.
Dunstall Priory.
Paine's Farm.
Holly Place.
Vicarage.
Mill Hill Cottages.
Riverside House.
Barn at Copt Hall.
Shoreham Cottage.
Oxbourne Farmhouse.
Forge House.
Smithy.
Friars.
Pilgrims.
Almshouses.
Walnut Tree (*now three cottages*).
Ramblers.
The Reed Beds.

Sundridge

Church.
Combe Bank.
The Old Hall.
Rectory.
Chapman's Farmhouse.
Sundridge Place and Wall.
Oveny Green Farmhouse.
Sundridge Hill Farmhouse.
Oast at Dryhill Farmhouse.
Great Norman Street Farmhouse.
Little Norman Street Farmhouse.
Weller's Farmhouse.
Henden Manor.

Westerham

Church (St. Mary).
Vicarage.
Quebec House.
Squerryes Court.
Squerryes Dovecote.
Squerryes Lodge.
Cottages at entrance to Squerryes Lodge, Lodge Lane.
All buildings on north and east sides of The Green.
All buildings on Vicarage Hill (*except new house on south side*).
George and Dragon.
King's Arms.
Breaches.
Nos. 51, 53, 55, High Street.
Nos. 99 and 101, High Street.
Pitts Cottage, Limsfield Road.
Over the Way, Limsfield Road.
Farley House, Limsfield Road.
Great Moretons.
Rysted House.
Covers.
Charman's Farmhouse.
Chartwell.
Kent Hatch.
Mariners.
Ivy Cottage, Crockham Hill (Froghole).
Uplands Farmhouse.
Crockham Farmhouse.

SHEPPEY RURAL DISTRICT

Eastchurch

Church (All Saints).
Shurland House (Castle).
Parsonage Farmhouse.

Elmley

Church (St. James).

Harty

Church (St. Thomas).
Sayes Court (*remains—moat*).

Leysdown

Church (St. Clement).

Minster-in-Sheppey

Church (S.S. Mary and Sexburga).
Gatehouse and Abbey (*remains*).
Cottages in village, as a group.
Danley Farmhouse.

STROOD RURAL DISTRICT

Allhallows

Church (All Saints).

STROOD RURAL DISTRICT—*continued***Cliffe-at-Hoo**

Church (St. Helen).
Vicarage.

Cobham

Church (St. Mary Magdalene).
College.
Cobham Hall.
Yeoman's House, Sole Street.
Jeskins Court.
Crockers Place.
Leather Bottle Inn.
Owlets.
Nursted Court.

Cooling

Church (St. James).
Cooling Castle.

Cuxton

Church (St. Michael).
Nos. 70, 71, 72, Upper Bush.

Frindsbury Extra

Upnor Castle.
Tithe Barn at Manor Farm, Frindsbury.

Halling

Church (St. John the Baptist).
Court Farmhouse, Upper Halling.
Whorns Place.
Nos. 6 and 8, Rochester Road.
Manor House, High Street, Halling.
Chapel House, Upper Halling.

Higham

Church (St. Mary), Higham.
Abbey Farmhouse, Higham.
Gadshill Place, Gadshill.
Church (St. John), Higham Upshire.

High Halstow

Church (St. Margaret).

Hoo

Church (St. Werburgh).

Isle of Grain

Church (St. James).

Luddesdown

Church (S.S. Peter and Paul).
Luddesdown Court.
Golden Lion Inn.
The Rectory.

Meopham

Church (St. John the Baptist).
Meopham Windmill.

St. Mary Hoo

Church (St. Mary).

Shorne

Church (S.S. Peter and Paul).
Old Vicarage.
St. Catherine's Chapel (Malthouse).
St. Catherine's Cottages, Forge Lane.
Pipes Place.
Old Tanyard.

Stoke

Church (S.S. Peter and Paul).

SWALE RURAL DISTRICT**Badlesmere**

Church (St. Leonard).

Bapchild

Church (St. Lawrence).
Morris Court.
Wood Street Cottages.

Bobbing

Church (St. Bartholomew).
Norwood Farm.
Little Norwood.

Borden

Church (S.S. Peter and Paul).
Borden Hall.
Village street, as a group.
Posiers.
Sutton Baron Farmhouse.
Hearts Delight.
Street Farmhouse.
Croyalls Lodge.
Chestnut Street.

Boughton-under-Blean

Church (S.S. Peter and Paul).
Two Tudor houses near the Kings Arms Inn,
South Street.
Tudor house opposite the White Horse Inn,
Boughton Street.
Colkins.

Bredgar

Church (St. John).
Chantry Cottages.
Oakwood Cottage.
Baxon Manor.
Baxon Farmhouse.
Burnham House.
Court Lodge.
Farmhouse, Oad Street (*restored*).
Swanton Street Farmhouse.
Half-timbered houses, Swanton Street.

Buckland

Old Rectory.
Church (St. Nicholas) (*ruins*).

Doddington

Church (St. John the Baptist).
Chequers Inn.
Sharsted Court.
Lime Kilne Cottage.

Dunkirk

Church (Christ).

Eastling

Church (St. Mary).
Tudor House.
Manor House.
Parmiters.

Goodnestone

Church (St. Bartholomew).
Goodnestone Court.

Graveney

Church (All Saints).
Graveney Court.

Hartlip

Church (St. Michael).
Queen Down Warren House.

SWALE RURAL DISTRICT—continued

Hernhill

Church (St. Michael).
Red Lion Inn.
Mount Ephraim.
Jacobean Almshouses on Green.

Iwade

Church (All Saints).

Kingsdown

Church (St. Catherine).

Leaveland

Church (St. Lawrence).
Leaveland Court.

Lower Halstow

Church (St. Margaret).
Great Barksore Farmhouse.

Luddenham

Church (St. Mary).
Old Moat House.

Lynsted

Church (S.S. Peter and Paul).
Beaugill and Beaugill Cottages.
Claxfield.
Heathfield House, Ludgate Lane.
Anchor House (corner of Ludgate Lane and
Lynsted-Doddington Road).
Group of 16th century cottages, Ludgate
Lane.
Jeffries.
Lynsted Court.
Lynsted Park.
Malt House.
Sunderland Farmhouse.
Cellarhill, 16th century cottages.
Black Lion Inn and cottages, Lynsted Street.
Dadmans.
Nouds Farmhouse.

Milsted

Church (St. Mary and the Holy Cross).
Manor House.
Post Office.
Higham Farmhouse.

Newington

Church (St. Mary).
Cranbrook Manor.
George Inn.
Lion House.
Church Farmhouse.

Newnham

Church (S.S. Peter and Paul).
Calico House.
Champion Court.
Seed Farmhouse.

Norton

Church (St. Mary).
Norton Court.
Provender.
Barbary Farmhouse.

Oare

Church (St. Peter).

Ospringe

Church (S.S. Peter and Paul).
Queen Court.
Syndale House.
Syndale Farmhouse.

Rodmersham

Church (St. Nicholas).
Village Green and old houses round.

Selling

Church (St. Mary).
New House Farmhouse (*two Tudor houses*).
Little Owens Court (Saffrey Farmhouse).

Sheldwich

Church (St. James).
Lees Court.
Cobrahamssole Farmhouse.

Stalisfield

Church (St. Mary).
Old School House.
Plough Inn.
Derbies Court Farmhouse.

Stone

Stone Chapel (*remains*).

Teynham

Church (St. Mary).
Newgardens.
Frognaal Farmhouse.
Old Court House, Teynham Street.
Lower Newlands.
Deerton Street Farmhouse.
Lewson Street (Tudor house).
Tudor Farmhouse.

Throwley

Church (St. Michael and All Belmont).
Snod Street Farmhouse.
Church cottages (*formerly the School House*).
Wilgate Farmhouse.

Tonge

Town Place.
Church (St. Giles).
Bax Farmhouse.
Tonge Mill.

Tunstall

Church (St. John the Baptist).
Tunstall House.
Grove End House.
Hales House.

Upchurch

Church (St. Mary).

TENTERDEN RURAL DISTRICT

Appledore

Church (S.S. Peter and Paul).
Horne's Place with remains of chapel.
Swan Hotel.
Tudor Cottage.

TENTERDEN RURAL DISTRICT—continued**Biddenden**

Church (All Saints).
 Old Clothworkers' Hall.
 Village street including Red Lion and old
 houses opposite.
 Windmill (*remains*).
 Hendon Hall.
 Hendon House.
 Castwizel.
 Worsenden.
 Island Farmhouse.
 Vane Court.
 Old Curteis.
 Great Bachelors.
 The Cot.

High Halden

Church (St. Mary).
 The Old Thatched Cottage (*formerly barn*).
 Chequers Inn.
 Hales Place.

Kenardington

Church (St. Mary).
 Manor House.

Newenden

Church (St. Peter).

Rolvenden

Church (St. Mary).
 Frensham.
 Hole Park.
 Rawlinson.
 Saxbys.
 King Post Cottage.
 Forge Cottage and forge.
 Great Maytham.

Stone-cum-Ebony

Church (St. Mary).
 Tilmenden House.

Wittersham

Church (St. John the Baptist).
 The Stocks.
 The Stocks Mill.

Woodchurch

Church (All Saints).
 Hendon House.

TONBRIDGE RURAL DISTRICT**Bidborough**

Church (St. Lawrence).
 The Grange.

Brenchley

Church (All Saints).
 Old Parsonage.
 Moatlands.
 Brattles Grange.
 Marle Place.
 The Old Palace.
 The Old Workhouse.
 Queen Anne's Shooting Box.
 Wat Tyler's Cottage.
 Matfield House and stables.
 Parsonage Farmhouse.
 Rosemary.
 Longbrooks.
 Swigs Hole.

Capel

Church (St. Thomas à Becket).
 Somerhill.
 Church (All Saints).

Hadlow

Church (St. Mary).
 Tithe Barn.
 Barnes Place, Golden Green.
 Dukes Farmhouse, Golden Green (*now pair of
 cottages*).

Hildenborough

Church (St. John).
 Watts Cross Windmill.
 Stocks Green Windmill.
 Philpots.

Horsmonden

Church (St. Margaret).
 Broad Ford.
 Sprivers.
 Grovehurst.
 Old Rectory.

Lamberhurst

Church (St. Mary).
 Bayham Abbey.
 Scotney Castle (*ruins and moat*).
 Court Lodge.
 Coggers Hall.

Pembury

Old Church (St. Peter).
 Almshouses.
 Pembury Hall.

Speldhurst

Church (St. Mary the Virgin).
 Rectory.
 George and Dragon Inn.
 Old Place, including barn.
 Shadwell.
 Church (St. Martin of Tours), Ashurst.
 17th century sundial in St. Martin's church-
 yard.
 Chapel (St. John), Old Groombridge.
 Groombridge Place.
 Court Lodge, Groombridge.

WEST ASHFORD RURAL DISTRICT**Bethersden**

Church (St. Margaret).
 Windmill.
 Frid Farmhouse.

Charing

Church (S.S. Peter and Paul).
 Acton.
 Barn at Newlands Farm (*remains of Norman
 Chapel*).
 Ludwell House, High Street.
 Moat House.
 Pett Place.
 Pierce House.
 Archbishop's Palace (*remains*).
 Sherborne House, and adjoining shop in High
 Street.
 The Filmer House.
 The Old House.
 Wakeley House, High Street.
 Wicken Farmhouse.
 Windmill.

WEST ASHFORD RURAL DISTRICT—

continued

Egerton

Church (St. James).
Bedewell.
Link House.
Old Harrow Farmhouse.
Windmill.

Great Chart

Church (St. Mary).
Court Lodge.
Godinton.
Yeomans.
Singleton Manor.
Yardhurst, Daniel's Water.

Hothfield

Church (St. Mary).
Hothfield Place.

Kingsnorth

Church (St. Michael).
Old Mumford Farmhouse.

Little Chart

Church (St. Mary).
Calehill including the stables.
Chart Court.
Bank House.

Pluckley

Church (St. Nicholas).
Black Horse Inn and The Mount.

Shadoxhurst

Church (S.S. Peter and Paul).
Green Farmhouse.
Little Criol Farmhouse.

Smarden

Church (St. Michael).
Ash Farmhouse.
Churchgate House.
Hamden.
Marley Farmhouse.
Romden Castle.
Smarden House.
Watch House.
Windmill.
Dragon House.
Hartnup House.

Westwell

Church (St. Mary).
Digge Court.
Nash Court.
Parsonage Farmhouse.
The Haven.

APPENDIX B

NOTES FOR THE GUIDANCE OF PROSPECTIVE DEVELOPERS

Prepared for issue by Joint Planning Committees in Kent, 1946¹

PRELIMINARY

In addition to their normal powers to make and enforce bye-laws, Local Authorities have wide powers under the Town and Country Planning Acts to withhold permission to the development of land or to permit the development subject to conditions. They can also control the number, siting, size, height and external appearance of buildings, and other matters affecting development, including changes in the use of existing buildings.

All land is now subject to this control and before purchasing land for development it is advisable to ascertain from the Local Authority and the Planning Officer whether the development contemplated is likely to be permitted. It should be remembered, however, that the Technical Officers of Local Authorities cannot themselves authorise or permit any development, and any opinions which they may express are subject to the confirmation of their Authorities.

To obtain a definite decision it is therefore necessary to make a formal application and to submit particulars to the Local Authority concerned. It should be noted that agricultural buildings are now subject to control under the Town Planning Acts and that plans must be submitted for those buildings as for any other building.

SUBMISSION OF PLANS

Application should be made in writing accompanied by plans submitted in triplicate to the Surveyor of the Local Authority in which the site affected is situated. In some cases a printed form may be obtained from the Local Authority for this purpose. In certain cases it may also be necessary to obtain consent from the County Council under the Restriction of Ribbon Development Acts. The local Surveyor can also supply appropriate application forms if it is necessary to obtain that consent.

If it is desired to make application for general permission under the proviso to Article 10 of the Town and Country Planning (General Interim Development) Order, 1946, to develop a site conditional on the subsequent approval of the particulars of the proposed development, then it is only necessary to submit a site plan in triplicate clearly indicating the size and location of the site, together with such written details as may be necessary to indicate the nature of the proposed development. The site plan should give sufficient details to enable the site to be located on a map and should, if possible, be related to the 25-inch Ordnance Survey sheets.

It is strongly recommended that professional advice be obtained in the preparation of plans and the services of an Architect secured where any building operations are proposed.

The following notes are compiled for the guidance of persons who are unable to secure this assistance. If general consent to the proposed development has been obtained, approval of the detailed plans is likely to be expedited if these suggestions are followed.

LAY-OUT GENERALLY

If the proposals involve the planning of a number of houses, the natural features of the site should first be studied and every effort made to preserve existing trees and to incorporate any natural features of the site into the lay-out.

It is advisable to consult the Planning Officer at an early stage in the preparation of a lay-out as it is not possible to lay down in these notes general principles which will govern every type of development.

¹ Based on a draft prepared by E. W. Berridge, M.A., A.R.I.B.A., A.M.T.P.I., Planning Officer of the Canterbury and District Joint Planning Committee.

In considering the planning of individual houses always endeavour, where practicable, to plan the longest external walls parallel to the road. Plots with narrow frontages are to be avoided where possible.

Simple plan shapes usually give the most satisfactory elevations and a rectangular or L-shaped plan is usually preferable to any other shape.

ROOFS

A simple roof plan is most economical to build and most satisfactory in appearance.

The mixture of gables with hips is not recommended; one or other form of construction should be adopted throughout and should follow logically from the plan. The pitch of gabled roofs should be as steep as practicable. Ridges on hipped roofs should be as long as practicable. Asbestos tiles should be laid in horizontal courses. Diamond-shaped tiles should be avoided.

Materials should be selected so as to tone with the surrounding buildings in Urban areas or with the traditional building materials in Rural districts, and particular attention should be given to texture and colour.

Green or blue tile roofs are not recommended, except in very special situations. A "dun" coloured tile is often the most satisfactory. Roof tiles should generally be appreciably darker in tone than the walls.

Red ridge tiles should on no account be used in conjunction with slate roofs.

Eaves should overhang at least 9 inches.

Where roofs must be constructed of corrugated iron they will have to be painted an approved colour. This will also protect the sheets from rusting.

Where it is necessary to construct buildings with asbestos roofs some treatment may be required to darken the tone where the roofs would otherwise adversely affect the amenities of the neighbourhood. The manufacturers of the asbestos sheets used should be consulted as to the best method of treating these sheets.

EXTERNAL WALLS

Fairfaced brick walls are generally satisfactory, dark shades being preferable to the brighter reds.

Mortar used and the method of pointing should be such as to avoid a "hard" appearance.

Where walls are built of 11-inch cavity brickwork the incorporation of some snap headers improves the appearance.

Horizontal bands or string courses should never be introduced exactly halfway up a building. If used, they are preferable below first floor or ground floor sill levels. This also applies to a change from faced brick-work to cement-rendered surfaces.

Concrete or breeze blocks should generally be rendered and finished, say with a proprietary coloured cement finish or external distemper to tone with buildings in the locality.

The introduction of decorative features such as lozenges, rustications or other forms of patterning in cement rendered surfaces is not recommended, nor should these surfaces be finished with joints to represent stone-work, or excessive surface markings.

The incorporation of sham half-timbered work is wasteful of materials, bad construction and architecturally unsound. It should never be adopted.

WINDOWS

The type and sizes of individual panes of a window should be consistent throughout a building—that is to say windows with large panes of glass should not be mixed with windows having small panes, or leaded lights.

The incorporation of stained or coloured glass in the upper lights of windows or front doors is not recommended, and leads to a cheap and tawdry effect.

Bay windows having a 60° splay are generally more satisfactory than 45° or semi-circular bays. The painting of windows in two colours is not recommended. White or cream paint is recommended in conjunction with fair-faced brick walls. Windows should not be too near corners of buildings.

EXTERNAL DOORS AND PORCHES

A simple panelled or flush door is generally most satisfactory and doors having shaped upper panels are not recommended.

Lintels or flat arches over doors are preferable to semi-circular or other shaped arches.

Narrow entrance porches detract from the appearance of a house. A wide entrance adds to the dignity of a house and a feeling of width may often be obtained by bringing the entrance steps forward and returning these at the sides.

CHIMNEYS

Chimney stacks should be simple in construction and designed to present a sturdy appearance. Elaboration should be avoided as well as ornamental chimney pots.

FENCE WALLS AND GATES

The elimination of front fences or walls entirely will often add greatly to the dignity and effect of a building. If used, they should be of simple design.

Gates should be simple in design. "Sunset" designs are structurally unsound and should be avoided.

APPENDIX C

THE TOWN AND COUNTRY PLANNING ACT, 1947

Summary of the Main Provisions¹

The Town and Country Planning Act, 1947, which received the Royal Assent on 6th August, 1947, is described in the preamble as:—

“an Act to make provision for planning the development and use of land, for the grant of permission to develop land and for other powers of control over the use of land ; to confer on public authorities additional powers in respect of the acquisition and development of land for planning and other purposes, and to amend the law relating to compensation in respect of the compulsory acquisition of land ; to provide for payments out of central funds in respect of depreciation occasioned by planning restrictions ; to secure the recovery for the benefit of the community of development charges in respect of certain new development ; to provide for the payment of grants out of central funds in respect of expenses of local authorities in connexion with the matters aforesaid ; and for purposes connected with the matters aforesaid.”

The following is a summary of the main provisions of the Act:—

PART I. CENTRAL AND LOCAL ADMINISTRATION

A Central Land Board is to be established ; references to its functions will be found on page 111. As from the “appointed day,” declared by the Minister of Town and Country Planning to bring most of the provisions of the Act into operation, councils of counties and county boroughs become the local planning authorities, but provision is made for the formation of Joint Planning Boards for parts of two or more counties, or a county borough or county boroughs with the surrounding county districts or parts of them. The Act also authorises the establishment of Joint Advisory Committees of local planning authorities.

PARTS II AND III. PLANNING AND CONTROL OF DEVELOPMENT

DEVELOPMENT PLANS. Local planning authorities must within three years make a survey of their area and prepare a development plan showing how they propose that the land in their areas should be used and designating the land likely to be wanted within a ten-year period for various purposes. The County Council is required to consult the county district councils in the preparation of the development plan which must be reviewed at least every five years.

PERMISSION TO DEVELOP LAND. Permission of the local planning authority is required for any development of land. Development is defined as the carrying out of building, engineering, mining or other operations, in, on, under, or over the land and the making of any material change in the use of any buildings or other land and includes the forming or laying out of means of access to highways. A system of development control on the lines of the interim development control under the previous legislation is established, though applications for permission to erect industrial buildings of any class prescribed by Regulations of the Board of Trade must now be accompanied by the certificate of the Board of Trade that the development can be carried out consistently with the proper distribution of industry. The system includes provision for a right of appeal to the Minister against the local planning authority's decision, power to revoke or modify a permission with compensation for expenditure rendered abortive, and power for the Minister to restrict the granting of permission and to call in applications and decide them himself. A person entitled to apply for planning permission may apply to the local planning authority to determine whether particular operations, or a particular change of use, constitute development.

The local planning authority is required to keep a register, open to public inspection, containing such information as may from time to time be prescribed by Regulations, relating

¹ In part based on the Explanatory Memorandum on the Town and Country Planning Bill, 1947, presented to Parliament, January, 1947. Cmd. 7006.

to applications and decisions taken on them. Those portions of the Restriction of Ribbon Development Acts which regulate development along roads are repealed and this control is included in the new Act. There is an extension of control however inasmuch as consent to the making of means of access was previously required only where such access was proposed to a classified road or a road restricted by resolution of a highway authority. This limitation is removed and the making of means of access to any highway will now constitute development.

The Act provides that where land has become incapable of reasonably beneficial use and planning permission to develop is refused, the owner may require the district council or county borough council to buy the land from him, or the Minister may direct that planning permission be granted. The only classes of development in respect of which the Act provides for compensation on refusal of permission to develop are alterations to buildings in existence on the "appointed day", enlargements up to 10 per cent. of the cubic content of the original building and certain changes of use. These cases receive this special treatment because in the calculation of development value under the Act it is assumed that permission for them will be granted if application is made; no provision is therefore made in the Act for payments out of central funds in respect of depreciation of land values under these headings. Development value and the fund mentioned here are referred to later.

ENFORCEMENT OF PLANNING CONTROL. Where development is carried out without permission or without compliance with conditions attached to a permission, the local planning authority may, in the interests of good planning, restore the land to its former state or compliance with the conditions. Local planning authorities also have power on payment of compensation to order the discontinuance of any use existing on the "appointed day" or demolition or alteration of any existing building where such is considered necessary on planning grounds.

TREES AND WOODLANDS. Local planning authorities retain the power in previous planning Acts for securing the preservation on amenity grounds of trees and woodlands in their areas including the replanting in such a manner as may be prescribed by or under a tree preservation order of any part of a woodland area which is felled in the course of forestry operations permitted by or under the order. The Act leaves the question of compensation to be settled in the light of the particular circumstances of each case.

BUILDINGS OF ARCHITECTURAL OR HISTORIC INTEREST. Local planning authorities may acquire buildings of architectural or historic interest and may make building preservation Orders restricting the demolition, alteration or extension of such buildings. The Minister may compile lists of such buildings or approve, with or without modifications, such lists compiled by other persons or bodies of persons, and may amend any list so compiled or approved.

CONTROL OF ADVERTISEMENTS AND PETROLEUM FILLING STATIONS. The Act repeals the Advertisements Regulation Acts and Section 11 of the Petroleum (Consolidation) Act under which the County Council's bye-laws relating to advertisements and petroleum filling stations were made. These bye-laws are therefore repealed and the control of advertisements and of petroleum filling stations is merged in development control.

The Act enables the Minister to make comprehensive regulations for the establishment of a national code of control over outdoor advertisements within the broad framework of the new planning system. With regard to petroleum filling stations, the powers contained in the Act enable the County Council to continue, under the new planning code, the control which it has in the past exercised over such stations.

DEVELOPMENT BY LOCAL AUTHORITIES AND STATUTORY UNDERTAKERS. Where a local authority or statutory undertaker is required by any enactment to obtain the sanction of a government department before carrying out development, the sanction may operate as if it were a planning permission granted by the Minister. Further, the Minister may exercise planning control over development by local authorities who are themselves responsible for planning control in their areas, where such development does not require the sanction of any Government Department.

PART IV. ACQUISITION OF LAND ETC.

DESIGNATION AND COMPULSORY PURCHASE. The development plan may designate as subject to compulsory purchase land required by a Minister, local authority or statutory

undertaker for their functions, land in an area which is to be developed or redeveloped as a whole or an associated "overspill" area, and any other land which may have to be acquired compulsorily in order to secure its use in accordance with the plan. Generally, the Act contains extensive powers for local authorities to acquire land for their own purposes and for the purposes of development in accordance with the development plan and for dealing with the disposal and development by local authorities of land acquired under the Town and Country Planning Act, 1944, and with other ancillary matters, including the extinction of highways, private rights of way and other rights over land acquired under that Act.

POWERS RELATING TO HIGHWAYS. The Act enables the highway authority to construct highways on land acquired pursuant to the provisions of the Act and also enables a local planning authority to contribute to the cost thereof. Land designated for that purpose in a development plan may be declared to be a private street and further, the Act enables the Minister of Transport to authorise by Order the stopping up or diversion of a highway in order to enable development to be carried out in accordance with a plan.

PART V. AMENDMENTS TO LAW RELATING TO COMPENSATION FOR COMPULSORY ACQUISITION OF LAND

COMPENSATION FOR COMPULSORY PURCHASE. The provisions of the Act under this head relate to the price to be paid on all compulsory acquisitions under any Act by any Government Department, local authority or public body.

The 1939 standard of compensation for compulsory acquisition is abolished and compensation for compulsory acquisition is based upon the current market value of property restricted to its existing use. The present inflated values of properties with vacant possession are avoided and in the assessment of the compensation payable the existence of a lease terminating on the 1st January, 1954, is assumed.

PARTS VI AND VII. PAYMENTS OUT OF A CENTRAL FUND IN RESPECT OF DEPRECIATION ON LAND VALUES, AND DEVELOPMENT CHARGES

This portion of the Act is based upon the removal by the Act of the right to develop. The land owner is free to go on using his land for its existing use, but the question whether it may be developed will be governed by consideration of the community's interests and where permission to develop is refused, no compensation is payable except in the limited range of cases referred to earlier. Where development is permitted any resulting increase in land value is to be collected in whole or in part by the State in the form of a development charge which must be paid or secured before the development is carried out. Landowners thus lose their development values forthwith and the Act enables *ex gratia* payments for hardship to be made to them on this account. The making of such payments and the collection of development charges are centralised in a Central Land Board established by the Act. It will be obvious therefore, that the result of these provisions is that the cost to local authorities of good planning is no longer to be inflated by the cost of extinguishing development values. A decision on the proper use of a piece of land may be taken on its merits and will not be influenced by the necessity of avoiding either compensation or the excessive cost of land with high development value. The Government have therefore made a capital sum available out of which payments and allowances may be made to owners who lose development value as a result of the passing of the Act. Under the Act persons who desire to carry out development are required to make a payment to the Central Land Board of such development charge as that Board may require. Such developers are obliged to ascertain what charge, if any, is payable and to pay or give security for the charge before they proceed to undertake further development. There is no statutory formula for assessing the development charge, but the Central Land Board must act in accordance with regulations made from time to time by the Minister with the consent of the Treasury.

PART VIII. APPLICATION TO SPECIAL CASES

EXISTING CONTRAVENTIONS. The Act gives to local planning authorities power to deal with buildings which have been erected in contravention of previous planning law. Local planning authorities are required to make up their minds within three years after the "appointed day" whether they intend to take action against such contraventions.

EXISTING CONDITIONS. The Act preserves the effect of conditions which have been attached to permissions granted under previous law and preserves the power to enforce such conditions.

EXISTING INTERIM DEVELOPMENT PERMISSIONS. Where interim development permission was given after the 22nd July, 1943, the date of the passing of the Town and Country Planning (Interim Development) Act, 1943, and before the "appointed day" and such development has not been carried out, the permissions are preserved as if they had been granted under the 1947 Act. Where, however, permission was given before the 22nd July, 1943, and the development has not been carried out such permissions are revoked. Development carried out after the "appointed day" in accordance with these permissions is, however, subject to a development charge except in the case of buildings in course of erection at the appointed day.

COMPENSATION FOR ABORTIVE EXPENDITURE. Where an application is made within six months of the "appointed day" and permission is refused for development which was in accordance with a planning scheme under previous law, or with an interim development permission granted before the 22nd July, 1943, provision is made for compensation for abortive expenditure.

MINERAL WORKINGS. The Act provides for the control of mineral workings in accordance with regulations to be made by the Minister, which regulations may modify the provisions of the Act.

LOCAL AUTHORITY LAND. The Act provides that as regards land held by local authorities at the "appointed day" for general statutory purposes no payments out of central funds in respect of depreciation of values are to be paid nor is any development charge to be imposed.

CROWN LAND. The Act does not operate against the Crown, but it does operate against a private lessee of Crown land. The development of Crown land may be regulated by agreements between the appropriate crown authority and the local planning authority.

REPEALS AND REVOCATIONS

The more important enactments repealed include:—

- the Town and Country Planning Act, 1932;
- the Town and Country Planning (Interim Development) Act, 1943;
- the Town and Country Planning Act, 1944, except broadly, the provisions concerning development of land acquired for planning purposes and the special basis of compensation for statutory undertakers. In addition the Act remains in force in so far as it is incorporated in the New Towns Act, 1946;
- the Advertisements Regulations Act, 1907 and 1925;
- part of the Restriction of Ribbon Development Act, 1935 (*i.e.* the provisions which restrict development);
- the Restriction of Ribbon Development (Temporary Development) Act, 1943.

Agreements restricting use of land made between local authorities and landowners under Section 34 of the 1932 Act may be modified or rescinded.

Planning schemes made under previous planning law are revoked, except that as regards a limited range of matters the schemes remain in force until they can be replaced by arrangements made under the 1947 Act.

SCHEME OF DECENTRALISATION IN KENT.

At the time of printing this volume, the Town and Country Planning Committee of the County Council had decided to recommend a scheme of decentralisation under the new Act which involves a substantial measure of delegation of the powers to control development, partly to county district councils and partly to eight Area Sub-committees of the County Council.

These eight sub-committees, which would also play a part in the preparation of development plans, would each comprise four members of the County Planning Committee and two members nominated by each county district council in the area. The proposed areas would be identical with the Joint Planning Committee areas described on page 6 except that the Thanet and the Canterbury and District areas would be amalgamated (the County Borough of Canterbury being necessarily excluded), and the Kent part of the Sevenoaks and Godstone area would be amalgamated with the Tonbridge and District area.

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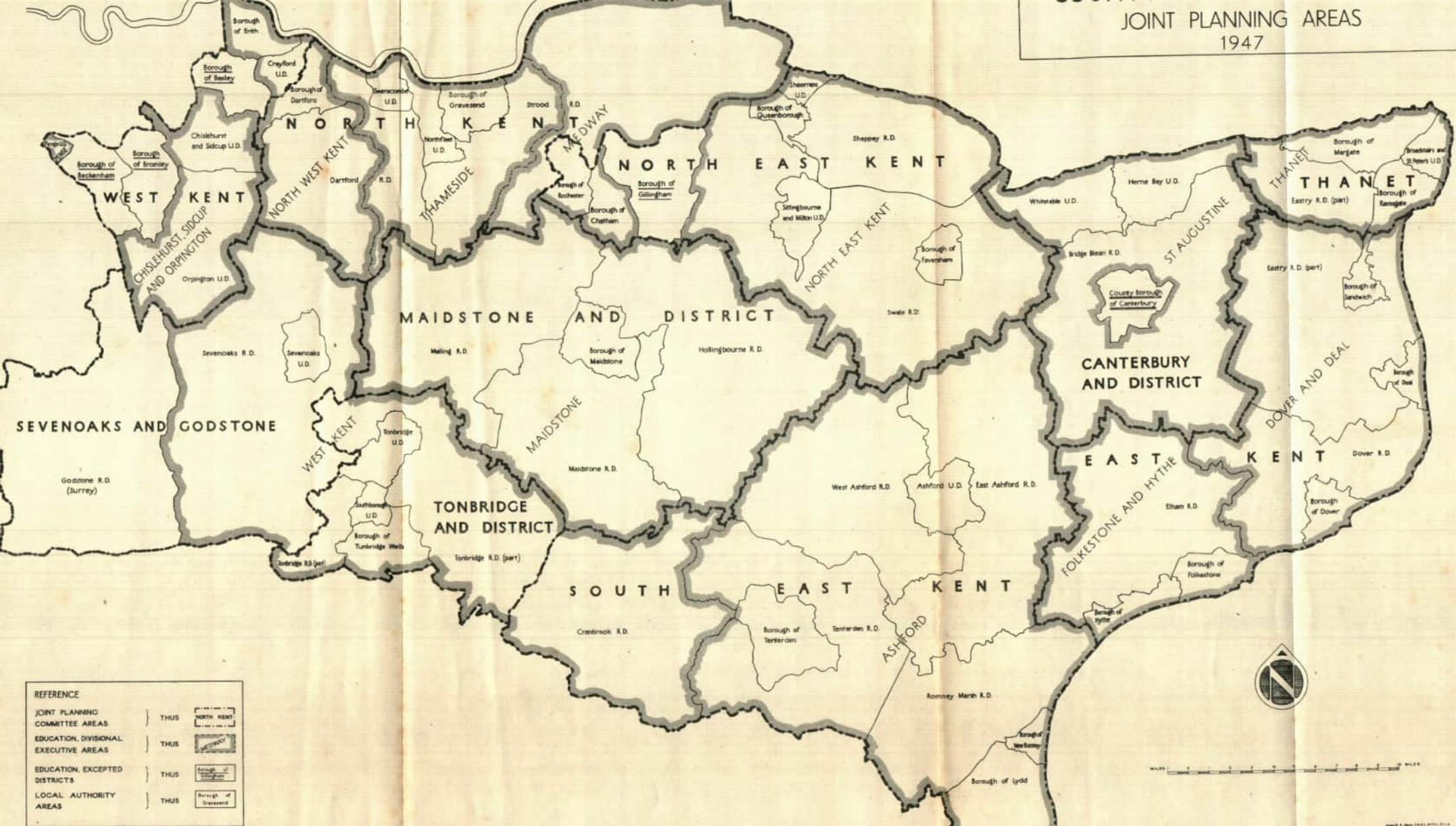
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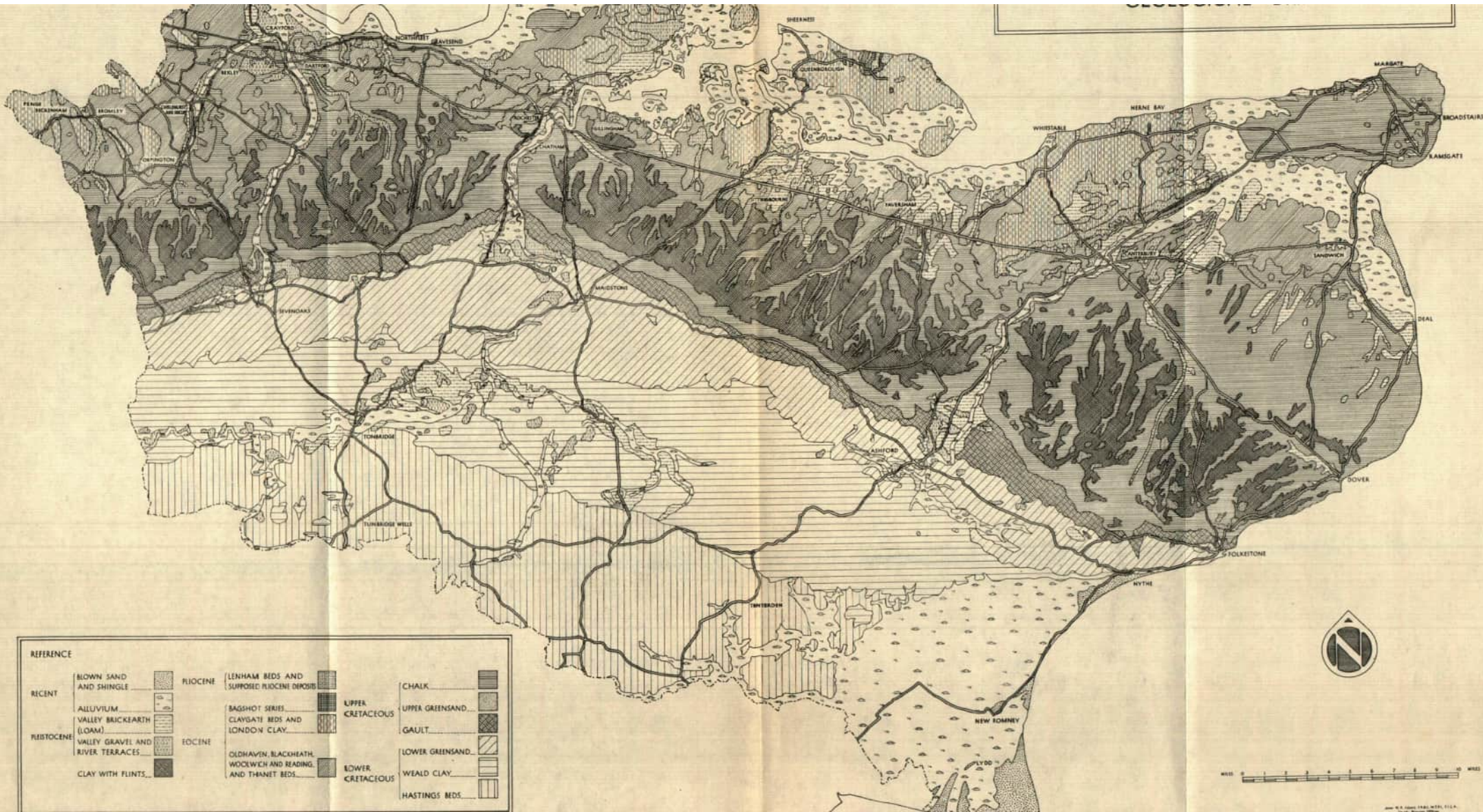
CONTOURS AND LAND LIABLE TO FLOODING



Areas within which there is such an amount of land subject to flooding or waterlogging, to an extent prejudicial to building development, that measures to

JOINT PLANNING AREAS 1947



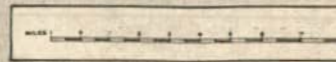
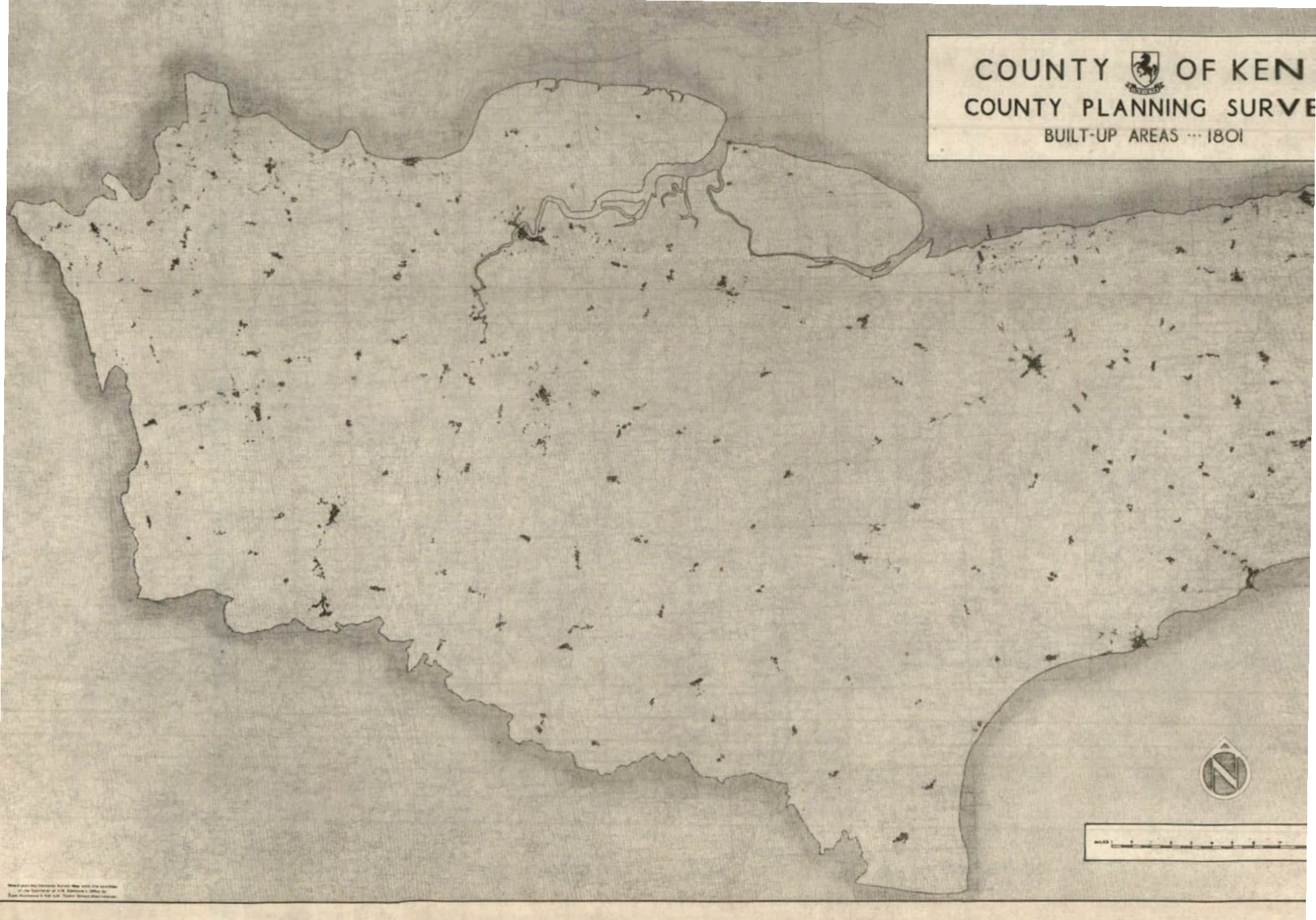


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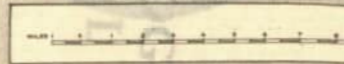
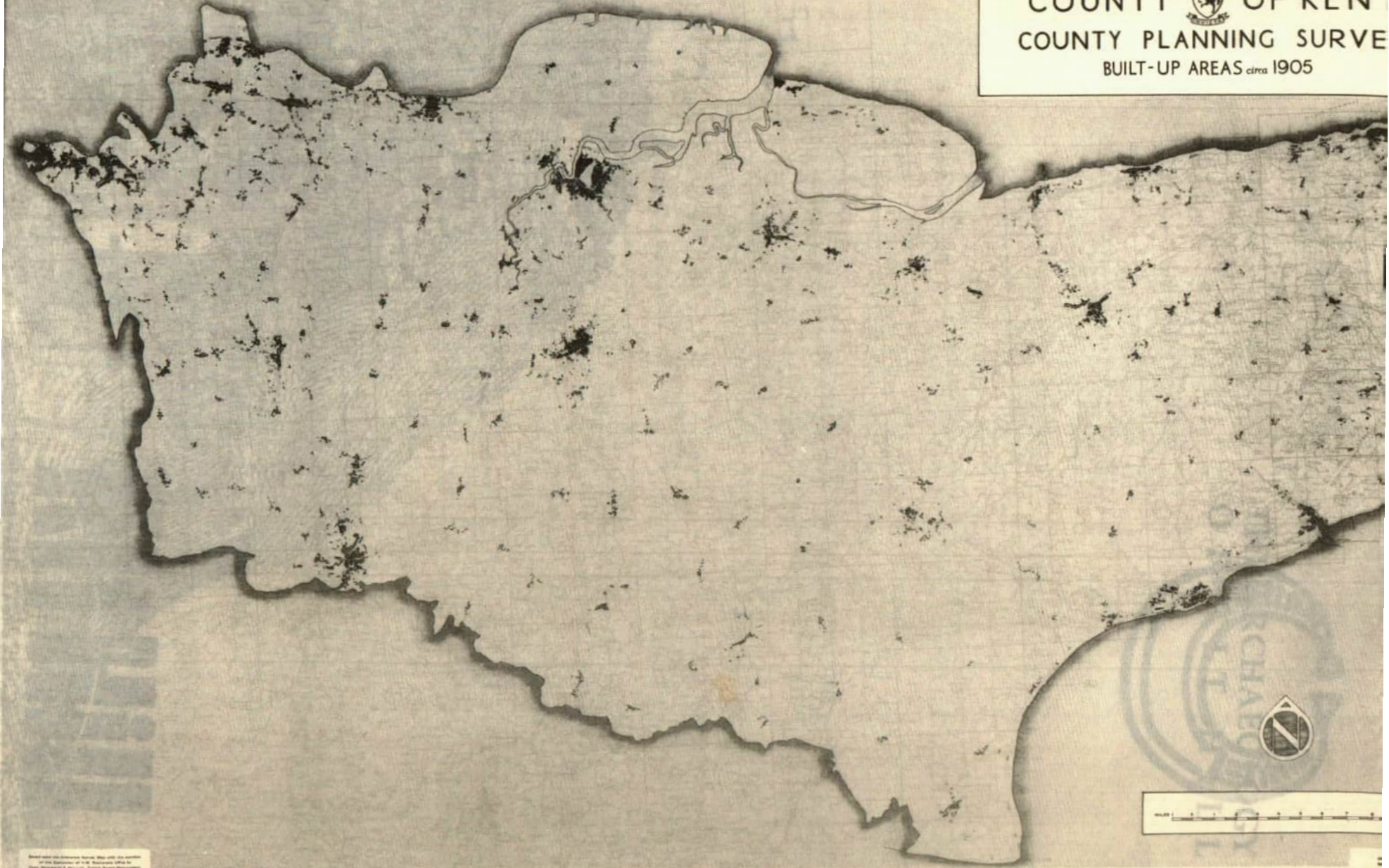
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	ALLUVIUM		BAGSHOT SERIES		UPPER GREENSAND
PLEISTOCENE	VALLEY BRICK-CLAY (LOAM)	Eocene	CLAYGATE BEDS AND LONDON CLAY	LOWER CRETACEOUS	GAULT
	VALLEY GRAVEL AND RIVER TERRACES		OLDHAVEN, BLACKHEATH, WOOLWICH AND READING, AND THANET BEDS		LOWER GREENSAND
	CLAY WITH FLINTS				WEALD CLAY
					HASTINGS BEDS



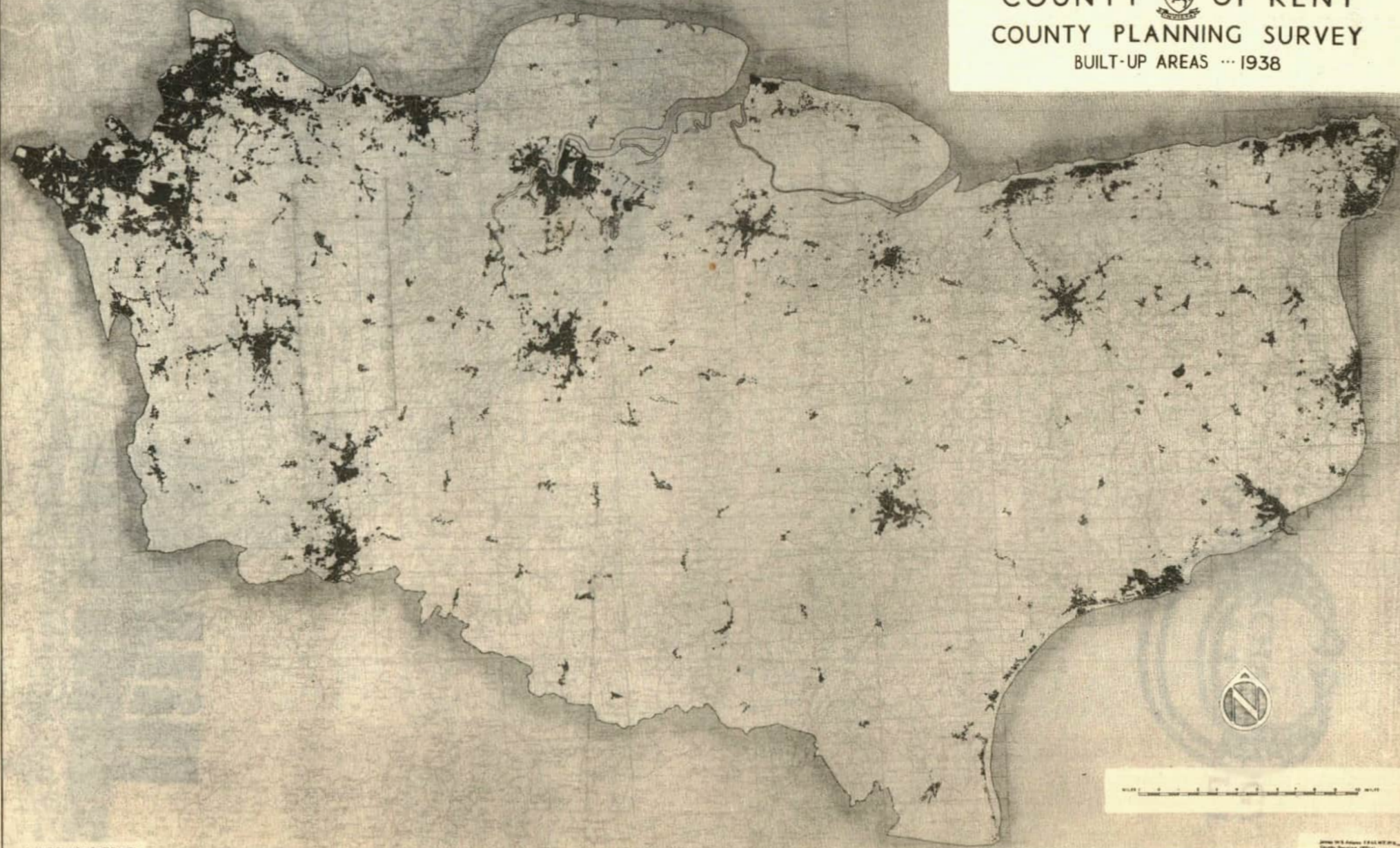
COUNTY OF KEN
COUNTY PLANNING SURVEY
BUILT-UP AREAS ... 1801



COUNTY OF KENT
COUNTY PLANNING SURVEY
BUILT-UP AREAS *circa* 1905



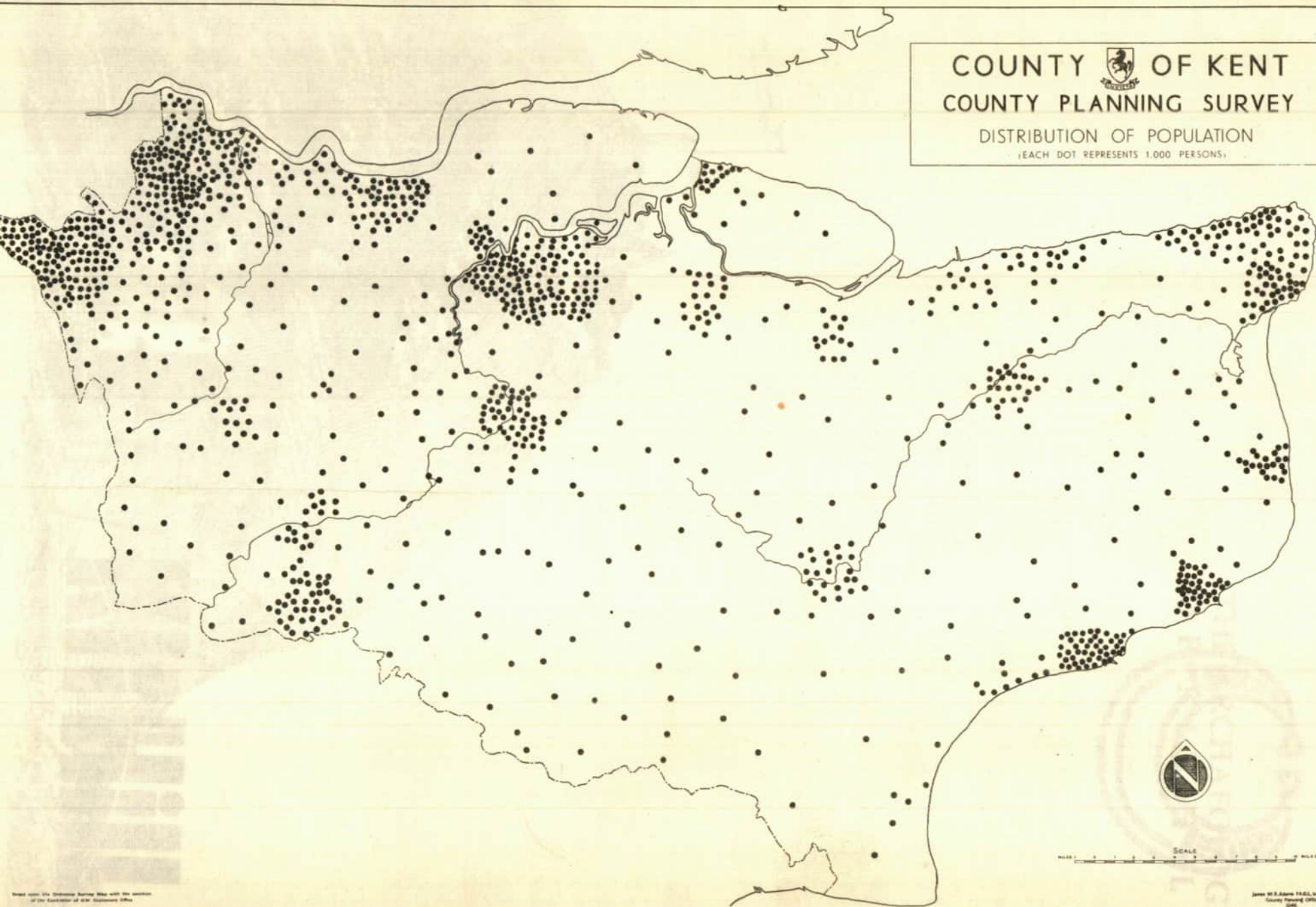
COUNTY OF KENT
COUNTY PLANNING SURVEY
BUILT-UP AREAS ... 1938



COUNTY OF KENT
COUNTY PLANNING SURVEY

DISTRIBUTION OF POPULATION

(EACH DOT REPRESENTS 1,000 PERSONS)

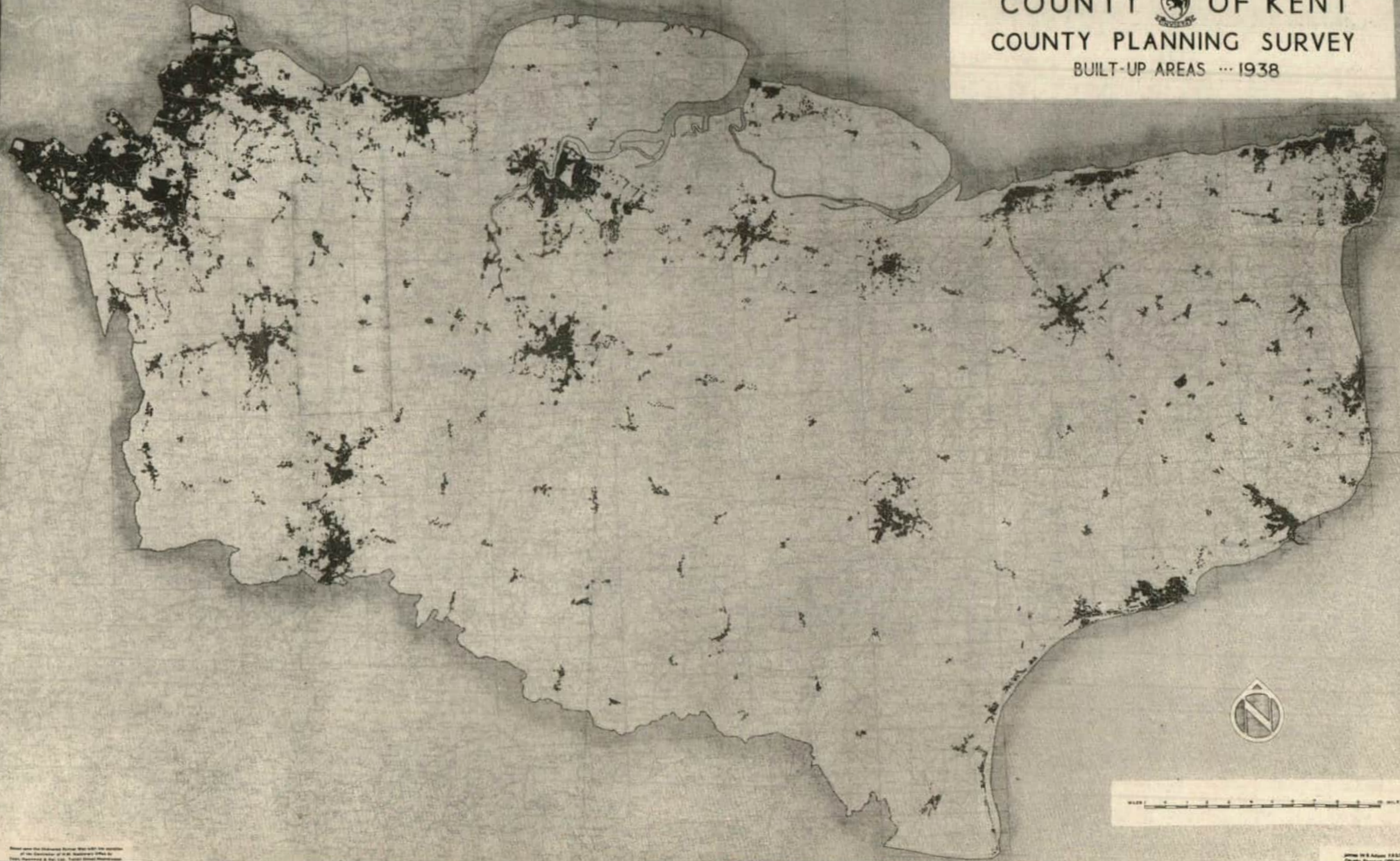


SCALE
0 1 2 3 4 5 6 7 8 9 10 MILES

James W. Adams 1962, MAP 11-10
County Planning Office
GAS

COLEMAN & SONS, INC. WESTPORT, N.Y.

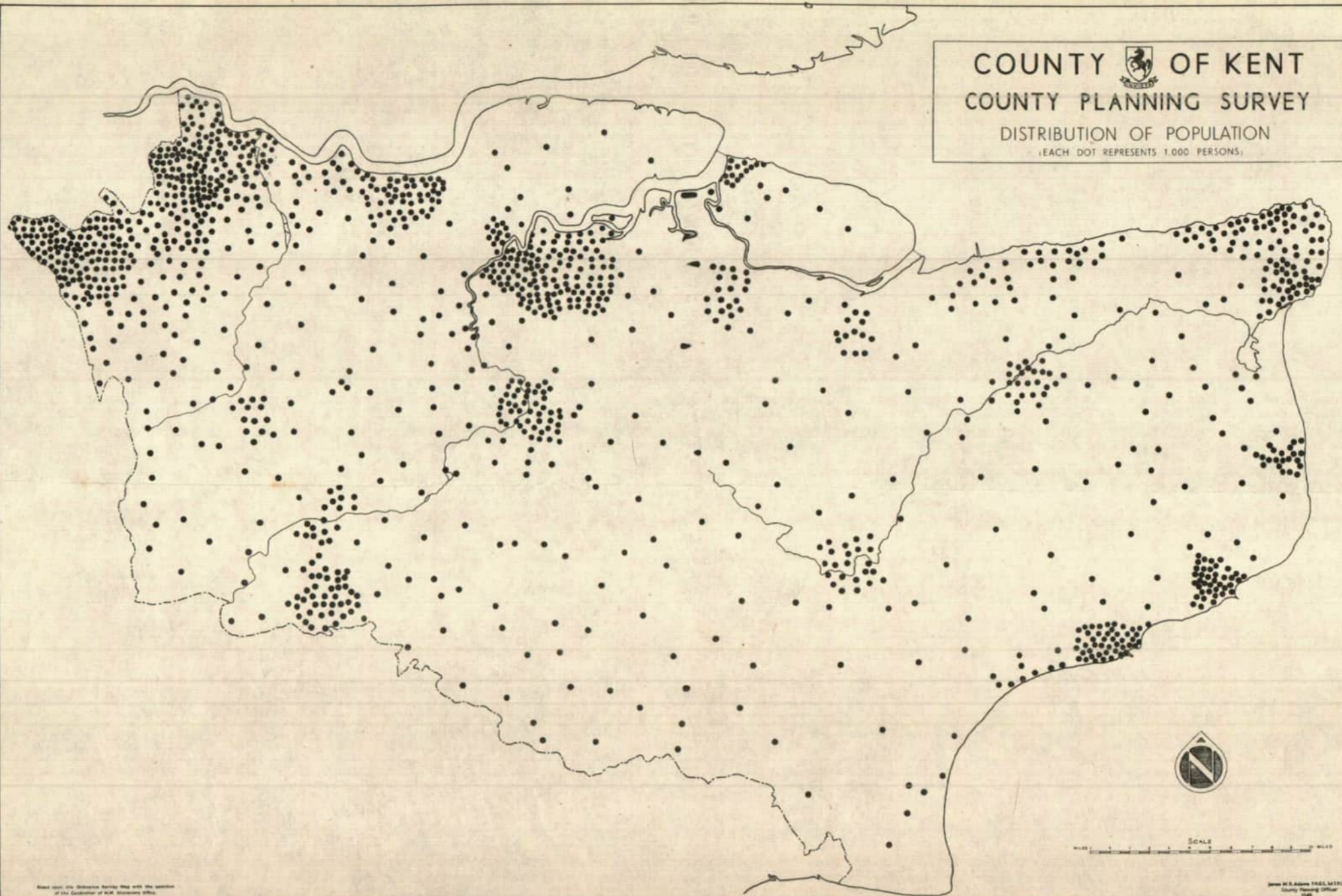
COUNTY OF KENT
COUNTY PLANNING SURVEY
BUILT-UP AREAS ... 1938



COUNTY OF KENT
COUNTY PLANNING SURVEY

DISTRIBUTION OF POPULATION

(EACH DOT REPRESENTS 1,000 PERSONS)

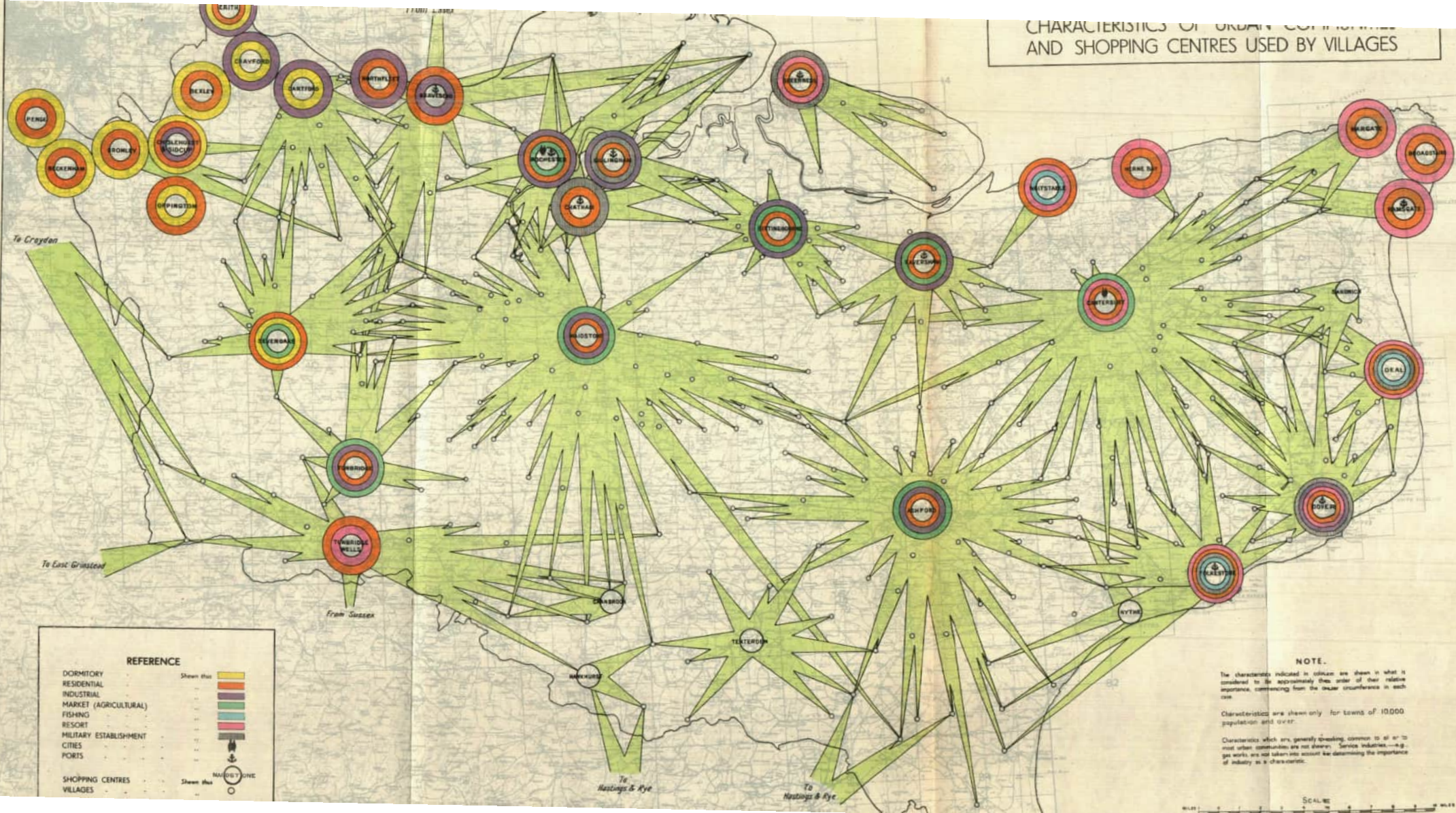


Based upon the Ordnance Survey Map with the sanction
of the Controller of H.M. Stationery Office.

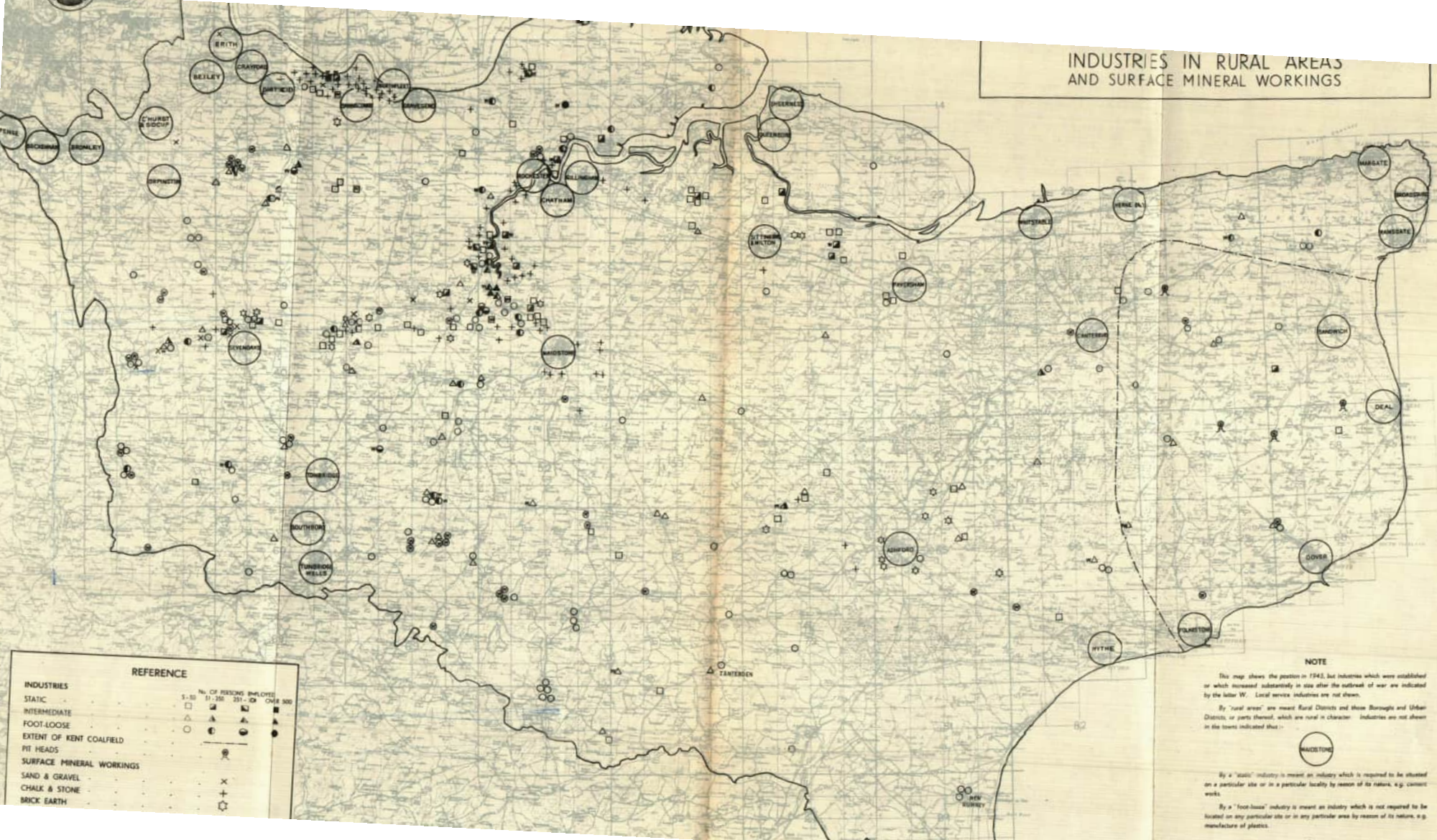
LOWE, HARRISON & BELL LTD. WESTMINSTER

James W. R. Adams FRGS, MRCS, F.R.S.
County Planning Officer
1966

CHARACTERISTICS OF URBAN COMMUNITIES AND SHOPPING CENTRES USED BY VILLAGES



INDUSTRIES IN RURAL AREAS AND SURFACE MINERAL WORKINGS



REFERENCE	
INDUSTRIES	
STATIC	□
INTERMEDIATE	△
FOOT-LOOSE	○
EXTENT OF KENT COALFIELD	■
PIT HEADS	●
SURFACE MINERAL WORKINGS	⬮
SAND & GRAVEL	×
CHALK & STONE	+
BRICK EARTH	☆

No. OF PERSONS EMPLOYED	
5-10	11-20
21-50	51-100
101-250	251-500
501-1000	OVER 1000

NOTE

This map shows the pattern in 1943, but industries which were established or which resumed substantially in size after the outbreak of war are indicated by the letter W. Local service industries are not shown.

By "rural areas" are meant Rural Districts and those Boroughs and Urban Districts, or parts thereof, which are rural in character. Industries are not shown in the towns indicated thus:-

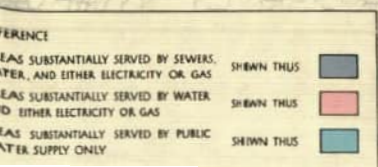


By a "static" industry is meant an industry which is required to be situated on a particular site or in a particular locality by reason of its nature, e.g. cement works.

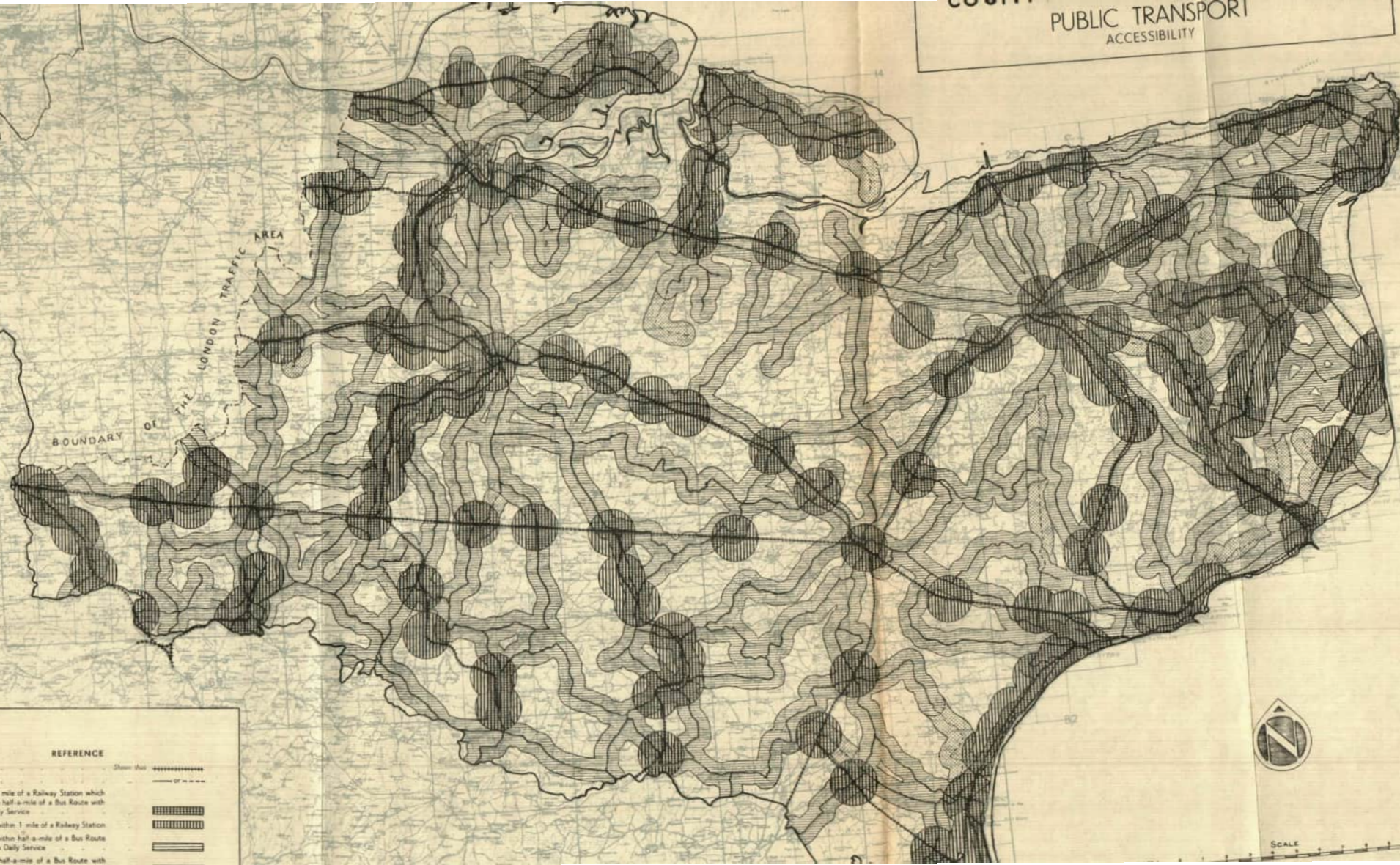
By a "foot-loose" industry is meant an industry which is not required to be located on any particular site or in any particular area by reason of its nature, e.g. manufacture of plastics.



PUBLIC SERVICES
AVAILABILITY



COUNTY PUBLIC TRANSPORT ACCESSIBILITY



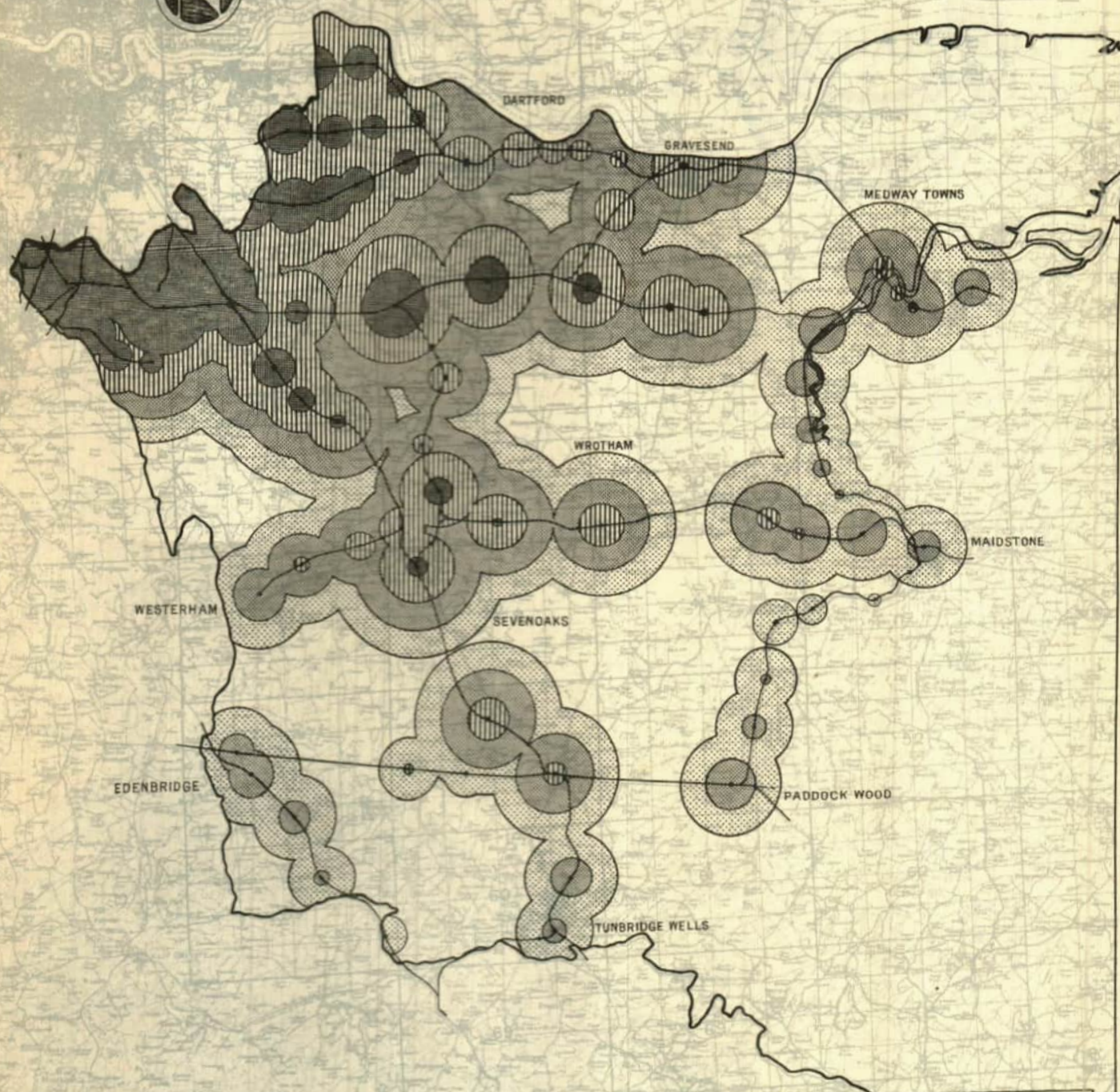
REFERENCE

- Railways
 Bus Routes
 Areas within 1 mile of a Railway Station which are also within half-a-mile of a Bus Route with at least a Daily Service
 Other areas within 1 mile of a Railway Station
 Other areas within half-a-mile of a Bus Route with at least a Daily Service
 Areas within half-a-mile of a Bus Route with



SCALE

0 MILES



REFERENCE

TIME OCCUPIED IN RAILWAY JOURNEYS TO
LONDON TERMINI INCLUDING WALKING TIME
TO LOCAL STATIONS.

0 to 45 MINUTES

45 .. 60

60 .. 75

75 .. 90



COUNTY OF KENT
COUNTY PLANNING SURVEY
RAILWAY TIME ZONES

SCALE

MILES 0 1 2 3 4 5 6 7 8 9 10 MILES

