

and Transportation, The County Hall, London S.E.1, not later than 17th November 1967 quoting reference HT/TM/L/10/14(17).

*W. O. Hart*, Clerk to the Council. (6378)

The County Hall,  
London S.E.1.  
26th October 1967.  
(304)

#### GREATER LONDON COUNCIL

##### TOWN AND COUNTRY PLANNING ACT 1962

Notice is hereby given that Mr. H. M. A. Stedham, A.R.I.C.S., A.M.T.P.I., Inspector, instructed by the Minister of Housing and Local Government will attend at Town Hall, Erith, on Tuesday, the 21st of November 1967, at 10.30 a.m., to hold a local inquiry into:

(1) objections and representations received by the Minister of Housing and Local Government in connection with proposals relating to land at Manor Road and Slade Green Road, Erith, in the London Borough of Bexley submitted by the Greater London Council under subsection (2) of section 6 of the Town and Country Planning Act 1962, for alterations or additions to the initial development plan for Greater London; and

(2) the appeal by Messrs. Mayer, Newman and Company arising from an application for planning permission submitted to the London Borough of Bexley for a storage and transport depot at Manor Road, Slade Green, Erith, Kent.

*V. D. Lipman*, Assistant Secretary, Ministry of  
(316) Housing and Local Government. (6366)

#### GREATER LONDON COUNCIL

##### SPEED LIMIT

##### *City of Westminster*

Notice is hereby given that, subject to the consent of the Minister of Transport, the Greater London Council intend to make an Order under sections 72 and 73 of the Road Traffic Regulation Act 1967, the effect of which will be that the lengths of road specified in the Schedule hereto will become subject to a speed limit of 30 m.p.h.

Dated 26th October 1967.

*W. O. Hart*, Clerk to the Council. (6394).

##### SCHEDULE

##### Harrow Road Fly-over.

Harrow Road, including the northern and southern slip roads adjoining the Harrow Road Fly-over between the south-west side of its junction with the south-western arm of Paddington Green and its junction with Edgware Road.

Marylebone Road, including the northern and southern slip roads adjoining the Harrow Road Fly-over between the north-east side of its junction with Cosway Street and its junction with Edgware Road.

(529)

#### GREATER LONDON COUNCIL

##### TOWN AND COUNTRY PLANNING ACT 1962

##### INITIAL DEVELOPMENT PLAN FOR GREATER LONDON *Amendment Proposals for the Development of Hendon Aerodrome, London Borough of Barnet*

Notice is hereby given that the Minister of Housing and Local Government has considered proposals for alterations and additions to the Initial Development Plan for Greater London, submitted by the Council on 20th January 1967 relating to land at Hendon Aerodrome and proposes to amend the plan accordingly subject to a number of modifications to the proposals.

Lists of the Minister's modifications and the reasons for making them have been deposited in Room 533, Main Building, County Hall, London S.E.1, and at the Borough Planning Officer's Department, Gateway House, Regents Park Road, Finchley London N.3, and at the Divisional Planning Office, Green Shield House, Station Road, Edgware, and may be seen during normal office hours.

Any objection to the modifications should be sent in writing to the Secretary, Ministry of Housing and Local Government, Whitehall, London S.W.1, before 27th November 1967, and should state in full the reasons for the objection and identify the land to which it relates.

Objections cannot be entertained, however, either to original proposals or to the Minister's failure to make a modification.

Dated this 3rd day of November 1967.

(528) *W. O. Hart*, Clerk to the Council. (6393)

#### GREATER LONDON COUNCIL

##### *The Greater London Clearways—Proposed Traffic Order*

The Greater London Council hereby give notice that they intend to make an Order under section 6 of the Road Traffic Regulation Act 1967, which will impose restrictions (with certain exemptions) on waiting by vehicles on a length of the main route A.40 (known as Western Avenue) and on small lengths of adjoining side roads in the London Borough of Ealing.

The effect of this Order will be to:

1. restrict the waiting by vehicles at any time of the day or night throughout the week in certain lengths of Horn Lane, Old Oak Common Lane, Old Oak Road, Park Royal Road, Victoria Road, Wales Farm Road, Western Avenue, Western Circus and York Road;
2. restrict the waiting by vehicles for the purpose of loading and unloading goods between 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive in certain lengths of Horn Lane, Old Oak Common Lane, Old Oak Road, Park Royal Road, Victoria Road, Western Avenue and Western Circus;
3. restrict the waiting by vehicles for the purpose of loading and unloading goods between 8 a.m. and 9.30 a.m. and between 4.30 p.m. and 6.30 p.m. on Mondays to Saturdays inclusive in certain lengths of Wales Farm Road, Western Avenue and York Road.

Exemptions will be provided in the Order to permit vehicles to wait in order to pick up and set down passengers, to carry out essential services or when used by local authorities in pursuance of statutory powers or duties and, except as provided in paragraphs 2 and 3, to load and unload goods for limited periods.

This Scheme will be reviewed in due course in the light of its operation and any observations received.

Dated 23rd October 1967.

(305) *W. O. Hart*, Clerk to the Council. (6389)

#### GREATER LONDON COUNCIL

##### WAITING RESTRICTIONS

##### *London Borough of Waltham Forest*

The Greater London Council are about to consider a proposal that they should make an Order under section 6 of the Road Traffic Regulation Act 1967, the effect of which would be, in the London Borough of Waltham Forest, to impose restrictions on waiting by vehicles between 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive in:

*Albert Crescent* between a point 60 feet south-west of the western kerb-line of Old Church Road and a point 60 feet north-east of the northern kerb-line of Hall Lane.

*Cherrydown Avenue* between its junction with Albert Crescent and a point 25 feet north-west of the north-western kerb-line of the service road between No. 11 and Nos. 19 to 23 Cherrydown Avenue.

##### *Hall Lane*

(a) the north side, between a point opposite the party wall of Nos. 12 and 14 Hall Lane and a point 30 feet south-west of a point opposite the south-western flank wall of No. 50 Hall Lane;

(b) the south side, between a point opposite the western flank wall of No. 9 Hall Lane and a point 30 feet south-west of a point opposite and in line with the south-western flank wall of No. 50 Hall Lane.