

H Hackney Planning Sub-Committee – 01.07.2009

ADDRESS: 326-330 Green Lanes, London, N4 1BX	
WARD: New River	REPORT AUTHOR: Rokos Frangos
APPLICATION NUMBER: 2008/2019	VALID DATE: 29/09/2008
DRAWING NUMBERS: 0663-20-201; 0664_00_901; 0664_Sk1_Front; 0664-20-202; 0664-98-001,100, 201, 202, 210 to 212; 0664-00-200 B, 201 B, 210 B, 211 B, 212 B, 213 C; 0665-00-202 B, 203 B, 204 B.	ACCOMPANYING DOCUMENTS: Daylight and Sunlight Report, Design and Access Statement, Energy Report, Sustainability Statement, Transport Assessment.
APPLICANT: Let's Buy Ltd 137 Tottenham Lane Crouch End London N8 9BJ	AGENT: Papa Architects Ltd 222 Archway Road Highgate London N6 5AX
PROPOSAL: Demolition of existing building and erection of a five-storey building to be used as a hostel (use class sui generis) containing twenty-eight self-contained units.	
POST-SUBMISSION REVISIONS: None.	
RECOMMENDATION SUMMARY: Grant conditional planning permission.	

ANALYSIS INFORMATION

ZONING DESIGNATION:	(Yes)	(No)
CPZ	X	
Conservation Area		X
Listed Building (Statutory)		X
Listed Building (Local)		X
DEA		X

LAND USE DETAILS:	Use Class	Use Description	Floorspace
Existing	Sui generis	Hostel	773 sq.m.
Proposed	Sui generis	Hostel	1109.5 sq.m.

RESIDENTIAL USE DETAILS:	Residential Type	No of Bedrooms per Unit				
		1	2	3	4	5+

Existing	Rooms with shared facilities	N/A (35 rooms)				
Proposed	Studio flats	19	0	0	0	0
	Non-studio flats	9	0	0	0	0
Totals	(Total = 28)					

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	3	0	0
Proposed	1	1	12

CASE OFFICER'S REPORT

1. SITE DESCRIPTION

- 1.1 The site consists of three conjoined Victorian terraced villas of four storeys in height, which have been converted to hostel accommodation. The converted buildings are on the eastern side of Green Lanes, opposite Finsbury Park, in the adjoining borough of Haringey.
- 1.2 The surrounding area contains other examples of Victorian villas converted to flats, HMOs (houses in multiple occupation) and hostels, particularly along Green Lanes and Seven Sisters Road. Beyond these thoroughfares, the area is largely characterised by blocks of interwar and post-war municipal housing, many of which are between five and ten storeys in height and form part of the Woodberry Down estate (to the east and south-east of the application site).
- 1.3 The application site's location close to the junction of Green Lanes and Seven Sisters Road means it enjoys a high level of public transport accessibility, with frequent buses to other parts of north London, elsewhere in the borough as well as to the West End and the South Bank. Manor House Underground station is only fifty metres away. The intersection contains local shops and amenities at ground-floor level.

2. CONSERVATION IMPLICATIONS

- 2.1 No statutorily listed or locally listed buildings are affected by the application. The site is not situated in a conservation area.

3. HISTORY

- 3.1 08/03/2002: Planning permission granted for the retention of conversion works to provide three studio units (2001/0890).

- 3.2 15/06/2001: Planning permission refused for the retention of conversion works to provide one self-contained flat and two studio flats. (NORTH/818/00/FP).
- 3.3 21/09/1998: Planning permission granted for use as a house in multiple occupation providing eleven two-person and two one-person rooms (NORTH/347/98/FP).

4. CONSULTATIONS

- 4.1 Date statutory consultation period started: 27/10/2008
- 4.2 Date statutory consultation period ended: 08/12/2008
- 4.3 Site notice: Yes
- 4.4 Press advert: Yes

4.5 Neighbours

115 surrounding occupiers have been consulted by personal letter. Three letters of objection have been received, of which one is from Councillor Maureen Middleton (New River).

Councillor Middleton's objection is as follows:

'Please will you take this e-mail as a serious objection on behalf of residents surrounding this property that they are against yet another hostel being built. The feeling is that there are enough hostels in the area and as this is a regeneration area it should not even be considered for such uses.'

[It should be noted that the proposal is to replace an existing hostel currently accommodated in substandard buildings with a new hostel building, and so the proposal would not introduce a new hostel use to the area. The number of hostel rooms is 35 as existing and 28 as proposed.]

The only other objection for which details were provided is on the following basis:

- Already enough hostels in the immediate area. 'There are limited recreational facilities for people living in this type of accommodation. The property would be better left as it is as a hotel, or converted into flats for local families.'

4.6 Statutory Consultees

- 4.6.1 Thames Water: No objection.
- 4.6.2 Crossrail Safeguarding: No comment.

4.7 Local Consultees

- 4.7.1 Metropolitan Police (Secured by Design Officer): No response received.
- 4.7.2 London Fire and Emergency Planning Authority: Unable to determine if the proposals in relation to the precautionary arrangements meet the requirements of Section B5 of the current Building Regulations for fire brigade access. [Note: following this response from the London fire brigade, the applicant forwarded a copy of an earlier letter from the fire brigade, which states: 'I can confirm... that access into the proposed site will not be required as the distance from public road is within the parameters set out in Approved Document B5'.]
- 4.7.3 Transport for London: No response received.

4.8 Other Council Departments

- 4.8.1 Urban Design and Conservation: We have no objections to this project in principle since the scheme provides a relatively good main elevation and reasonable massing. However, some design issues regarding the lift lobby, the location of the refuse & recycling store and cycle store and the spatial quality of the street frontage and the landscape on Green Lanes should be further addressed.
- 4.8.2 Highways: No response received.
- 4.8.3 Traffic and Transport: The proposal is generally acceptable. The cycle parking provision is satisfactory. TfL cycle standards for hostels are one per four bedrooms. They have provided twelve cycle parking places, which exceeds TfL requirements. The level of parking provision is also satisfactory – one normal parking place and one disabled parking place. Provision for delivery by transit vans has been provided within the site and is considered acceptable. Vehicular ingress is via the existing vehicular crossover in Green Lanes and egress is at the other end of the shared access road in Woodberry Grove. The main concern is the width of the shared access road, which is required to be minimum 3.7 metres for emergency access. However, the access road is an existing access road which is in use. The DfT Manual for Streets 2007 allows the absolute minimum width of 2.75 metres to be applied (and this might apply in this instance), providing that the proposed width of 3.0 metres is approved by the local fire safety officer.
- 4.8.4 Waste Management: 'All OK.'
- 4.8.5 Policy: No response received in relation to this planning application. However, comment was provided on another hostel-related planning application, which is reproduced here for Members' information:

'The issue of hostels, bed and breakfasts and low-budget hotels was a great concern in the Finsbury Park and Manor House area in the 1980s, owing to hoteliers exploiting residents and local authorities placing homeless people there. The area was also associated with anti-social behaviour, prostitution and a lack of play facilities for children based in the B&Bs.

'As a result, the Council prepared a hostels SPG, which we have on file... However, it appears that the issues in this area have abated to an extent, although some concerns have been expressed recently by Woodberry Down residents regarding migrant workers located in local hostel accommodation.

'[With regard to the UDP policy HO15] the reference to 'unacceptable impact on the character of the surrounding area or living conditions of local residents' seems pretty vague. Reading the justification of the policy, it seems that it is very much orientated towards providing accommodation for certain sectors of that population that, due to market prices, would not be able to have access to a decent house – but it does state that the Council will also have regard to the number of existing premises of this type within the local area, in order to avoid increasing the potential stress on local amenities. Therefore, if we don't have a written letter, evidence, study, etc. from health clinics in the area, libraries, schools, or any other social and community facilities stating that they are over-stretched as it is, and cannot accommodate any more population growth, then we don't have a case, in terms of policy, to refuse this planning application.'

4.8.6 Pollution Control: No response received.

4.8.7 Private Sector Housing: No objections to the proposal as submitted.

5. POLICIES

5.1 Hackney Unitary Development Plan (UDP) (1995) (saved)

- EQ1 - Development Requirements
- HO15 - Residential Hostels

5.2 Supplementary Planning Guidance (SPG)

- SPG1 - New Residential Development
- SPG11 - Access For People With Disabilities

5.3 London Plan (Consolidated with Alterations since 2004)

- 2A.1 - Sustainability criteria
- 3A.1 - Increasing London's supply of housing
- 3A.3 - Maximising the potential of sites
- 3A.6 - Quality of new housing provision
- 3A.13 - Special needs and specialist housing
- 3A.16 - Loss of hostels, staff accommodation and shared accommodation
- 3C.2 - Matching development to transport capacity

- 3C.17 - Tackling congestion and reducing traffic
- 3C.23 - Parking strategy
- 4A.1 - Tackling climate change
- 4A.3 - Sustainable design and construction
- 4A.4 - Energy assessment
- 4A.6 - Decentralised energy: heating, cooling and power
- 4A.7 - Renewable energy
- 4A.11 - Living roofs and walls
- 4A.14 - Sustainable drainage
- 4A.16 - Water supplies and resources
- 4B.1 - Design principles for a compact city
- 4B.2 - Promoting world-class architecture and design
- 4B.3 - Enhancing the quality of the public realm

5.4 National Planning Policies

- PPS1 - Delivering Sustainable Development
- PPS3 - Housing
- PPG13 - Transport

6. COMMENT

Planning permission is sought to demolish the existing buildings (which are used as a hostel) and erect in their place a five-storey building, also to be used as a hostel (use class sui generis), containing twenty-eight self-contained units. The hostel would contain nine one-bedroom flats and nineteen studio flats. Although all of these units are self-contained, the building will operate as staffed hostel accommodation.

The existing premises are used primarily for housing Council referrals of homeless persons or those requiring temporary or emergency accommodation. The quality of the hostel accommodation currently provided in the existing premises has been identified as sub-standard. The accommodation needs to be upgraded to meet current standards (the requirements of which include self-containment). The new hostel would house the same users in modern accommodation.

Considerations

The main considerations relevant to this application are:

- 6.1 The principle of the development
- 6.2 Design and appearance
- 6.3 Sustainability measures
- 6.4 Potential impact on the amenity of nearby residents
- 6.5 Acceptability of the accommodation

6.6 Traffic and transport considerations

6.7 Consideration of objections

Each of these considerations is discussed in turn below.

6.1 The principle of the development

- 6.1.1 Policy HO15 (Residential Hostels) in the Hackney UDP (1995) makes provision for the ‘use of houses as residential hostels’, subject to certain stipulations – including that which states ‘the use will not lead to an unacceptable concentration of hostels within a residential area,’ such as would be to the detriment of existing residents, their amenities, and ‘often stretched’ local services and educational facilities.
- 6.1.2 Although the policy doesn’t specifically refer to the construction of new hostels but only to conversions from existing residential dwellings, it is not considered unreasonable to assume that the essence of the policy should apply equally to all proposals for hostel use, whether new-build or conversion. However, although it is known that there are other hostels in the area, there are no defined barometers of how many hostels would constitute an ‘unacceptable concentration’ nor any demonstrable means of identifying whether such a concentration is detrimental to existing residents and local services. Furthermore, in this instance, the fact that the existing buildings are already used as hostel accommodation establishes the use on site and is considered to constitute a material planning consideration that overrides the ‘unacceptable concentration’ proviso in policy HO15.
- 6.1.3 Finally, although the existing buildings on site have some architectural and historic merit, they have been much-altered over the years and accordingly enjoy no statutory protection; therefore there is no policy basis to resist their demolition.
- 6.1.4 Overall, therefore, it is considered that the principle of the proposed development is acceptable.

6.2 Design and appearance

- 6.2.1 The proposed building is taller than the existing buildings by approximately half a storey (1.7 metres to be exact), and 1.3 metres taller than the adjacent part of the terrace that falls outside the application site (no. 332). The front elevation of the proposed building is aligned to that of the existing buildings and continues the building line from no. 332, apart from a 5.6-metre-wide bay, which projects forward of no. 332’s bay by approximately 0.3 metres. The overall footprint of the proposed building is bigger than the existing buildings, with a depth of 18.57 metres that extends backwards into the tarmac area to the rear of the current buildings (used for parking).

- 6.2.2 The aforementioned bay is five storeys high, with most of the remaining fifth storey set back from the building line. The building is contemporary in style, with the bay finished in reconstituted stone cladding with openings containing powder-coated double-glazed metal doors and windows, and a corresponding number of powder-coated metal fixed louvers. Approximately a quarter of the bay is recessed to allow for small balconies, the glass balustrades of which are flush with the rest of the bay. The remainder of the front and side elevations are treated with white self-coloured render, apart from a narrow strip of frameless glass curtain-walling at the join with no. 332. The set-back element of the fifth storey is finished with zinc cladding. The rear elevation is clad mostly in brick.
- 6.2.3 The height and massing of the proposed building is considered to be acceptable. The surrounding buildings provide a height range within which the proposed new building sits comfortably. It is considered that a height which exceeds that of the existing buildings by a maximum of 1.7 metres constitutes neither an unacceptable increase nor an excessive height such as would have an overbearing impact on the street scene. The detailed design is simple, coherent and unornamented, with an attractive materials palette appropriate to a competent contemporary design, and generously proportioned window apertures.
- 6.2.4 Overall, the proposed development is considered acceptable in design terms and complies with local, regional and national policies.

6.3 Sustainability measures

- 6.3.1 Although the Code for Sustainable Homes is now the preferred methodology for calculating the sustainability criteria of a new housing development, BREEAM Multi-Residential is the applicable sustainability assessment for sheltered-housing-type accommodation. It is intended that the proposed development attains a BREEAM rating of 'very good'. Proposed energy efficiency measures include low-energy lighting, improved building fabric and reduced air infiltration, and will reduce the overall carbon emissions of the development by approximately sixteen per cent. A further twenty per cent of the proposed building's post-efficiency carbon emissions would be reduced through a district biomass heating system, comprising a wood pellet boiler, wood pellet store and thermal store in the plant room. The total carbon reduction of the proposed scheme is estimated to represent a thirty-three per cent reduction over the same development built to current buildings regulations, thereby complying with the London Plan's twenty per cent reduction target. It is recommended that a condition be imposed to secure this compliance with the London Plan's energy policies.
- 6.3.2 Rainwater harvesting is proposed for toilet flushing and outdoor space irrigation. Each unit will contain a dedicated recycling storage space as well as a central dedicated storage space for recyclable materials at ground-floor level. Solar water-heating and photovoltaic panels aren't proposed for the

roof, however, nor is a green roof (although this can be secured by use of the appropriate condition).

- 6.3.3 Overall, however, the proposed development is considered acceptable in sustainability terms and complies with the relevant London Plan policies.

6.4 Potential impact on the amenity of nearby residents

- 6.4.1 There are residential properties to the north and south, comprising the continuation of the terrace on either of the existing buildings that comprise the application site; gable walls therefore face each other here. There is also a residential block to the north-east of the application site, 2a Woodberry Grove, from which the rear elevation of the proposed building is separated by only six metres. However, again it is the (windowless) gable wall of this block that the rear windows of the proposed development look onto.

- 6.4.2 The only residential building with habitable-room windows that face the rear windows of the proposed development is a small two-storey building containing two studio flats (326a and 326b Green Lanes), the front elevation of which is separated from the rear elevation of the proposed building by a distance of thirteen metres. The Council's Supplementary Planning Guidance document SPG1: New Residential Development (1998) states that habitable rooms directly opposite each other should be at least twenty-one metres apart. However, as this building already faces onto a rear extension to the existing buildings with a separation of approximately thirteen metres (with the rest of the rear elevation seventeen metres away), it is considered that existing levels of daylight and sunlight will not be significantly depleted – nor any existing overlooking sufficiently exacerbated – such as would warrant the refusal of the application on these grounds.

- 6.4.3 Furthermore, the submitted Daylight and Sunlight Report measures the availability of natural light to the affected windows and confirms compliance with the BRE (Building Research Establishment) guidelines.

- 6.4.4 Therefore, it is considered that the proposal will not result in any materially detrimental impact on the amenity of adjoining occupiers by way of overlooking, loss of daylight, sunlight, overshadowing or an increased sense of enclosure. Overall, the proposed development is considered to be acceptable with regard to amenity and complies with the relevant policy in the Hackney UDP (1995).

6.5 Acceptability of the accommodation

- 6.5.1 In terms of internal living accommodation, unit sizes range from 32 to 49 square metres. Given that the minimum size of a one-bedroom flat in the Council's minimum floorspace standards, as set out in SPG1: New Residential Development, is 27-28 square metres (studios aren't covered), it is considered that the unit sizes proposed are generous. All of the units enjoy satisfactory outlook, and four of the units have access to balconies. There are also communal outdoor amenity areas to the front and rear of the

building, although given their size it is likely that usability will be limited and the benefit of these will be restricted to visual amenity only. However, with Finsbury Park just across the road the lack of more substantial outdoor amenity provision is considered acceptable.

- 6.5.2 Furthermore, the proposal complies with the most up-to-date standards available, as set out in the 2002 document 'Standards for Houses and Flats in Multiple Occupation' (administered by the Temporary Accommodation Services department in the Council's Private Sector Housing service unit). Separate regulations exist in relation to the maximum number of people that can be accommodated in the space, and this is administered under the 1985 Housing Act (Sections 324-326), again by the Temporary Accommodation Services department.

6.6 Traffic and transport considerations

- 6.6.1 The proposal comprises temporary accommodation for a client base unlikely to have their own means of transportation. It is therefore considered that the proposed development will have no detrimental impact upon circulation and parking in the vicinity, particularly in view of the site's high level of public transport accessibility. Overall, therefore, there are no traffic and transport issues with the proposed development that constitute grounds for concern or refusal.

6.7 Consideration of objections

- 6.7.1 There are enough hostels in the area already

This objection is addressed in paragraph 6.1.2 of this report.

7. CONCLUSION

- 7.1 In summary, it is considered that the proposed development is of an appropriate use and of an acceptable standard of design, and will not have a materially adverse impact on the amenity of neighbouring occupiers by way of loss of light, privacy, outlook, increased traffic generation, nor on the character and appearance of the surrounding area.
- 7.2 Having regard to the above considerations, it is considered that the proposal complies with all pertinent policies in the Hackney UDP (1995) and the London Plan (2004), and on that basis the granting of permission is recommended.

8. RECOMMENDATION

- 8.1 **That permission be GRANTED, subject to the following conditions:**

8.1.1 SCB0 – Development in accordance with plans

The development hereby permitted shall only be carried out and completed strictly in accordance with the submitted plans hereby approved and any subsequent approval of details.

REASON: To ensure that the development hereby permitted is carried out in full accordance with the plans hereby approved.

8.1.2 SCB1 – Commencement within three years

The development hereby permitted must be begun not later than three years after the date of this permission.

REASON: In order to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 as amended.

8.1.3 SCM6 – Materials to be approved

Details, including samples, of all materials to be used on the external surfaces of the building, boundary walls and ground surfaces shall be submitted to and approved by the local planning authority, in writing, before work on the external surfaces, boundary walls and ground surfaces commences on site. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

8.1.4 SCM9 – No extraneous pipework

No soil stacks, soil vent pipes, flues, ductwork or any other pipework shall be fixed to the (street) elevations of the building other than as shown on the drawings hereby approved.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

8.1.5 SCI3 – No roof plant

No plant (including all external enclosures, machinery and other installations; excluding solar water-heating and/or photovoltaic cells) shall be placed upon or attached to the roof or other external surfaces of the building, other than as shown on the drawings hereby approved, unless planning permission for such is sought and granted separately.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

8.1.6 SCH8 – Parking for people with disabilities

Before the use hereby permitted first commences, at least one car parking space shall be marked and retained permanently for use by the vehicle of a person with a disability.

REASON: In order to ensure that a reasonable minimum of parking spaces are located conveniently for use by people with disabilities.

8.1.7 SCH10 – Secure bicycle parking

Internal lockable space shall be made available within the curtilage of the building for the secure parking of twelve bicycles before the first occupation of the development, and retained in perpetuity.

REASON: To ensure that a reasonable provision is made within the site for the parking of bicycles in the interest of relieving congestion in surrounding streets and improving highway conditions in general.

8.1.8 NSC1 – Non-standard condition

A biodiverse, substrate-based extensive green roof (75mm minimum depth) is to be established on the roof of the proposal. Full details thereof shall be submitted and approved in writing by the local planning authority, prior to occupation. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To enhance the character and ecology of the development, to provide undisturbed refuges for wildlife, to promote sustainable urban drainage and to enhance the performance and efficiency of the proposed building.

8.1.9 NSC2 – Non-standard condition

A rainwater harvesting system shall be installed and details thereof shall be submitted to the local planning authority and approved in writing before occupation of the development hereby approved first commences.

REASON: In the interests of maximising the environmental performance of the building.

8.1.10 NSC3 – Non-standard condition

The building shall only be used as a hostel for referrals from Hackney Council or other local authorities, and shall not be used as any other type of hostel or any other use without the prior approval, in writing, of the local planning authority.

REASON: In order that the use is restricted to the particular type of hostel proposed, in the interest of maintaining control over the distribution and location of hostels in accordance with local and regional planning policies.

8.1.11 NSC4 – Non-standard condition

The building shall achieve a twenty per-cent reduction in carbon dioxide emissions and achieve a BREEAM (Multi-Residential) rating of 'Very Good',

with certification to that effect submitted to the local planning authority and acknowledged in writing prior to occupation of the building.

REASONS: In the interests of maximising the environmental performance of the building.

9. REASONS FOR APPROVAL

- 9.1 The following policies contained in the Hackney Unitary Development Plan (1995) are relevant to the approved development/use and were considered by this Council in reaching the decision to grant planning permission: EQ1 - Development Requirements; HO15 - Residential Hostels.
- 9.2 The following policies in the London Plan (Consolidated with Alterations since 2004) are relevant to the approved development/use and were considered by this Council in reaching the decision to grant planning permission: 2A.1 - Sustainability criteria; 3A.1 - Increasing London's supply of housing; 3A.3 - Maximising the potential of sites; 3A.6 - Quality of new housing provision; 3A.13 - Special needs and specialist housing; 3A.16 - Loss of hostels, staff accommodation and shared accommodation; 3C.2 - Matching development to transport capacity; 3C.17 - Tackling congestion and reducing traffic; 3C.23 - Parking strategy; 4A.1 - Tackling climate change; 4A.3 - Sustainable design and construction; 4A.4 - Energy assessment; 4A.6 - Decentralised energy: heating, cooling and power; 4A.7 - Renewable energy; 4A.11 - Living roofs and walls; 4A.14 - Sustainable drainage; 4A.16 - Water supplies and resources; 4B.1 - Design principles for a compact city; 4B.2 - Promoting world-class architecture and design; 4B.3 - Enhancing the quality of the public realm.

10. INFORMATIVES

The following Informatives should be added:

- SI.1 Building Control
- SI.2 Work Affecting Public Highway
- SI.3 Sanitary, Ventilation and Drainage Arrangements
- SI.6 Control of Pollution (Clean Air, Noise, etc.)
- SI.7 Hours of Building Works
- SI.25 Disabled Person's Provisions
- SI.27 Regulatory Reform (Fire Safety) Order 2005
- SI.28 Refuse Storage and Disposal Arrangements

- NSI.1 All materials submitted pursuant to the discharge of condition 3 of this approval should be supplied and delivered at the same time in a container clearly marked with the address of the application site, reference to the application 2008/2019, and accompanied by

coloured copies of relevant elevational drawings, to which each material sample should be clearly referenced and labelled accordingly. Full specifications detailing each material's manufacturer and colour (as per manufacturer's description/name thereof) should also be submitted at the same time.

- NSI.2 Your attention is drawn to Sections 324 to 326 of the 1985 Housing Act in relation to preventing overcrowding of the hostel space hereby approved.



Signed..... Date: 22 June 2009

Steve Douglas
INTERIM CORPORATE DIRECTOR, NEIGHBOURHOODS &
REGENERATION DIRECTORATE

NO.	BACKGROUND PAPERS	NAME/DESIGNATION AND TELEPHONE EXTENSION OF ORIGINAL COPY	LOCATION CONTACT OFFICER
1.	Hackney UDP	Rokos Frangos 8095	263 Mare Street, E8 3HT
2.	The London Plan	Rokos Frangos 8095	263 Mare Street, E8 3HT