

ISLINGTON *news*

The Journal of the Islington Society

Draft London plan unveiled.

The long awaited draft London Plan, which the Mayor hopes to have completed all consultation stages in time for the next Mayoral election in May 2028, emerged in July. The deadline for consultation is October 15th.

The main change is that the Mayor is required to produce a plan in conformity with National Policy (the NPPF) with its wildly improbable target of a million and a half new homes by 2029. Apart from the fact that the need is for homes people can afford to live in, and that unaffordable homes occupy land that could be put to good use, the idea that NIMBYs and planning permission is the only obstacle to building is wide of the mark. Affordable housing needs funding from organisations whose primary purpose is to address housing need, rather than to maximise profit. The latter leads to the construction of empty market houses to pay for any affordable units, and a determination to keep demand ahead of supply. It also needs land on which to build, construction workers, and the materials with which they can work. It needs an immigration policy not based on fear of a Reform government.

It is difficult to find fault with the following assessment by the pressure group Just Space: that the plan is a developer led, growth orientated strategy that seeks to boost housing supply through market mechanisms, including increasing densities, and promoting tall buildings. It aims to balance economic growth with social and environmental objectives, but its reliance on the speculative housing model and viability testing means it will fail to deliver the genuinely affordable homes Londoners need.

The word genuine is needed because a definition of “affordable” as 80% of market

rents is very far from affordable for a majority of people working or living in London.

There are of course proposals in the plan which carry the support of communities and environmentalists. The Mayor has been commendably robust in opposing a third runway at Heathrow and there are signs that his perseverance might be rewarded. Some of the transport schemes listed in an annexe (there is no longer a chapter specific to transport, and the current Mayor’s Transport Strategy is older than the current London Plan, and seriously out of date) but there is no indication of cost, funding sources or the extent of the benefits to existing residents and those who might be drawn to new development.

It is important to commend the good things in the plan. Most of the representations at the Examination in Public are likely to come from the development sector rather than groups representing communities: the London Forum, Just Space and their constituent members all rely on voluntary support.

The London Forum is preparing a detailed response on our behalf. It highlights omissions in the Plan (some of which are in the current plan) including the lack of any regard for the quality of buildings which it hopes might be constructed. It identifies failures to meet National policy. It also draws attention to the internal contradictions within the plan, many of which arise from the conflict between growth and healthy streets. It calls for an updated Transport Strategy – the most recent one pre-dates Covid. The draft response had not been finalised as we went to press and a further report will be given next issue. AB

Islington Society News

Society events and activity

Planning Watch

The Society has joined local residents in continuing to strongly object to the revised proposals submitted for the **Holborn Infirmary/Archway Campus** following the Mayor's call-in, as none of the issues raised by objectors or the reasons for the Council's refusal have been addressed. In fact, there would be fewer homes overall, fewer affordable homes and despite a reported decline in demand for student accommodation the tall tower remains part of the planned scheme.

Committee member James Dunnett is liaising with residents at **Peregrine House, City Road** regarding the Council's proposals to build on the green space there. (see page 6) He is also in touch with CPRE and led an architectural walking tour of the area. The Society understands the Council is looking to appoint a developer partner before publishing more details of their plans.

A planning application has been submitted for **Regents House**, former RBS building, in Angel to change the building into a 600-room hotel. Society members were invited to attend an event with representatives of the developer in June to see the proposals. The Society has raised concerns about the logistics of vehicle and taxi access to the entrance.

Members of the committee attended an online consultation on plans for **Finsbury Leisure Centre**; an open day at the **Clerkenwell Fire Station** (see page 8) where a planning application to use the building for offices is expected soon; and a public consultation for **One St John's Lane** where the owners plan to modernise the building with a new façade, add office space and a rooftop terrace as well as a more accessible entrance – committee members subsequently provided comments on the plans.

In addition, the committee is monitoring plans **35-53 Britannia Row** (see page 5) and the **Clerkenwell Parochial School** where the possible purchase by an educationally aligned charitable organisation is thought to be positive for the future of this listed building.

We note the shop front at **344 Upper Street** has reinstated its timber front following

action by the Council enforcement team; **346 Upper Street** has yet to comply with a similar enforcement action; and we objected to plans to change the frontage at **41 Islington High Street**.

We were contacted by the Cinema Theatre Association who are concerned about **The Coronet**, Holloway Road which is not listed or locally listed, nor in a Conservation Area. We are supporting their concerns and have noticed the pub premises have been open more recently (see page 10).

We note an application submitted to change **The Woodbine** was refused at the planning committee meeting following recommendation from the planning officers; work has begun on **Holy Trinity Cloudesley Square** to renovate the spire which is in scaffolding; and a revised planning application submitted for **69-85 Margery Street** was approved by the committee.

We see **The Old Dairy** appears to be in use although not as a Greene King pub but are not aware if the pub had been sold; and we heard the **Cubitt Gallery**, Angel Mews has been told to vacate the property as it is being redeveloped.

The committee is attempting to monitor new plans for the **Moorfields Eye Hospital** site on City Road as the replacement building in Camden moves nearer to completion. ES

Forthcoming events

Full details on back page

October 31st: The Islington Society is pleased to announce a new association with the London Choral Sinfonia and its conductor Michael Waldron. The choir and orchestra are based in Islington and Michael lives in the borough.

November 4th: 66th Annual General Meeting, Town Hall, 7 p.m.

Islington Society archives and Gibson Square.

The Islington Society has been sent, by the relatives of a former officer of the society, boxes of documents which cover a period from the 1960s to the 1990s. There are eight boxes of documents of various sorts and members of the current committee have only been able to take a cursory glance at what they contain. A more detailed survey will be conducted by the Editor of Islington News over the coming weeks.

One early event stands out. Construction of the Victoria Line started in 1962. It opened in stages, from Walthamstow Central to Highbury & Islington in September 1968 and then on to Warren Street later that year. At the halfway point between stations ventilation shafts were built, which were considerable structures, concrete blocks up to 50 feet high, and utilitarian in design. One of the chosen spots for a shaft was in Gibson Square then in a much more run-down state than it is now.

However, the residents of the square organised themselves quickly. In 1963 they wrote a petition to be presented to Ernest Marples, the then Minister of Transport. The President of the Gibson Square Preservation Society was none other than John Betjeman. He was part of the group that presented the petition, along with the leading architect of the time, Sir Basil Spence and the Chair and Secretary of the Society, Councillor Harry Brack and Mary Cosh. The Islington Society is cited in a press release, which is the document we have, as a strong supporter of the campaign.



Victoria Line ventilation shaft in Gibson Square

Their aim was to get the ventilation shaft put somewhere other than Gibson Square and neighbouring streets. In this they failed, but they did manage to get the design substantially altered. After many changes a much smaller building was designed by the architect Raymond Frith, apparently with assistance from a young Quinlan Terry. It was completed in 1970 and it looks like a small temple, with three niches and a pediment and frieze above.

Apparently, the ventilation shaft is still quite noisy, but the much more sympathetic Frith design shows how local action can sometimes have a good effect. From time to time it has been suggested that there might be an additional stop on the Victoria line, since the run from King's Cross is the longest without a stop from any zone 1 station on the Underground. However, there is even less support for this from TfL than for stations at York Way on the Piccadilly line or Maiden Lane on the Mildmay line.

AC

News from the government, reported by the Heritage Alliance, appears on the following page.

Culture

National museums to remain free for overseas visitors

National museums in England will continue to offer free admission to everyone, including overseas visitors. The decision follows discussions with the museum and tourism sectors and local leaders about whether charging international visitors could support museum finances. The government said that introducing charges could discourage domestic visitors and that the impacts and benefits would not be felt equally across the sector.

New research explores how to value culture & heritage's contribution to social cohesion

DCMS has published a study exploring how the social cohesion benefits of culture and heritage could be measured and valued. Commissioned from Alma Economics as part of the **Culture and Heritage Capital** programme, the research examines potential approaches for quantifying these wider social benefits. The work should support the development of evidence on social cohesion in the culture and heritage sector and inform future public investment decisions.

Education

£22.5 million to expand enrichment opportunities in schools

More than 400 secondary schools will receive support via the government's £22.5 million Enrichment Expansion programme. The funding will help provide a wider range of activities during and after the school day, spanning arts and culture, civic engagement, nature and outdoor activities, and sport. The programme is part of the government's

Youth Matters Strategy, which includes a commitment to halve the participation gap in these activities between disadvantaged young people and their peers by 2035.

Planning

£210 million boost to bring empty high street buildings back into use

The government has announced £210 million to support the reuse of vacant and derelict buildings and strengthen high streets across England. The new £125 million Derelict Buildings Fund will help local authorities transform empty properties for uses identified by their communities. A further £65 million will help communities rescue buildings and businesses at risk of closure, including pubs and sports clubs. The remaining £20 million will be split between **High Street Rental Auctions** and a new Co-operative Development Programme.

MHCLG publishes submission guidance for Pride in Place Phase 2

MHCLG has updated its guidance for places developing their Pride in Place Phase 2 Plans will set out a 10-year vision alongside a four-year investment plan.

New reforms to bring more long-term empty homes back into use

The government has announced changes to Empty Dwelling Management Orders (EDMOs), giving councils more scope to bring long-term empty homes back into use. The reforms will reduce the period a property must be vacant before it can become eligible for an EDMO from two years to six months. EDMOs allow councils to manage qualifying empty properties for up to seven years while ownership remains with the property owner.

Former Pink Floyd recording studio to be redeveloped

Developer Har-Monic has published proposals to redevelop one of Islington's most famous landmarks of the 20th century, 35-53 Britannia Row. It was originally a group of late 19th century industrial buildings, converted as a recording studio by the rock band Pink Floyd in the 1970s and used to record their album "Animals" and parts of "The Wall". It was then used as offices and is currently occupied by The Florence Trust, which provides studio space for artists.



35-53 Britannia Row

Har-Monic's scheme, which it expects to submit for approval by Islington Council in October 2026, will

convert the building into around 35 flats, with commercial use on the ground floor. It will restore the façade of the building and improve the appearance of the surrounding spaces. It will also add two floors to the top, stepped back from the main façade. None of the flats can be defined as "affordable", though the developer says it will discuss ways round that with the council, either through a payment in lieu or "an alternative provision". An additional commercial unit is proposed to the side of Nos. 33-53 which will, the developer says, liven up the street and make it "more engaging".

The existing façades, which have deteriorated in recent years, will be "repaired and improved" and the developers say the two additional storeys on top will "respond to the character of the existing buildings".

The timeline is ambitious. Har-Monic intends to apply for planning permission in October 2026. It expects a decision in January or February next year, with construction beginning shortly afterwards. It aims to complete construction by December 2028. The Islington Society is broadly supportive of the scheme, but laments the lack of affordable housing units. AC

Islington Society: What we do

- we support conservation planning work to preserve the borough's historic fabric and individual buildings of distinction
- we campaign for a high standard of design in new buildings
- we encourage best practice through awards for good architecture in new or refurbished buildings
- we organise a varied programme of events including talks, walks and site visits
- we campaign for better public transport and for priority for people travelling on foot or by bike
- we produce publications that celebrate Islington's history and its social and cultural diversity
- we publish neighbourhood walking trails to

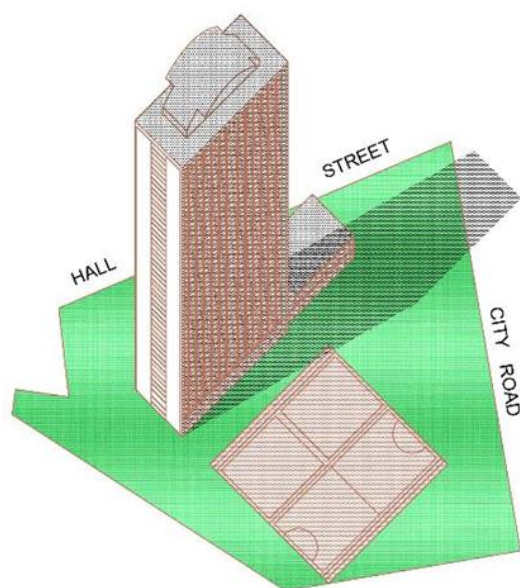
foster exploration awareness and pride of place

- we build links between residents officials and councillors
- we send advisers to Council groups dealing with development, the environment and transport
- we are represented on the London Forum of Amenity & Civic Societies, which takes up cross-borough issues and is a member of Civic Voice
- we publish a regular newsletter The views expressed in the Islington Society's Journal are not necessarily those of the Editor or the Society's adopted policy.

Our web site is www.islington society.org.uk

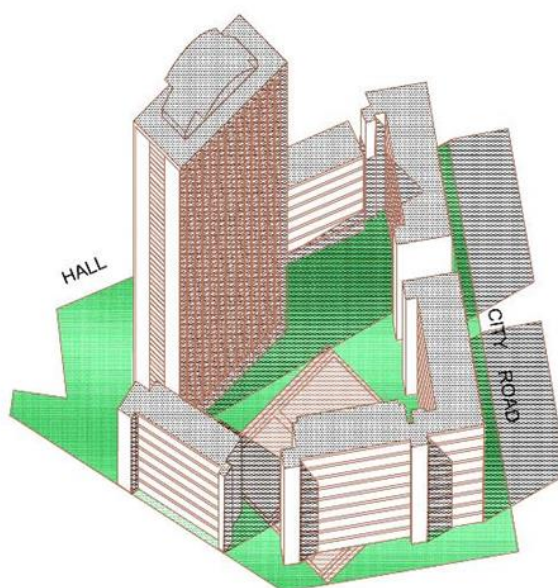
Carl Ludwig Franck and his estates in Islington

Peregrine House



EXISTING

Islington has a legacy from the progressive-minded former Finsbury Metropolitan Borough of admirable social housing estates. Finsbury had serious problems to tackle – the lack of any public open space, very high residential density, and high mortality. In 1901 the residential density of Finsbury was 170 per acre, compared to just under 50 for Islington as a whole now. A relationship was formed in the 1930s with the architectural collective Tecton, led by Soviet-sympathising Russian émigré Berthold Lubetkin. The Finsbury Health Centre, now Grade I-listed, was built in 1938, and elaborate schemes for widespread rebuilding were drawn up. But War prevented further construction, so that housing estates designed pre-War, such as Spa Green (now Grade II*-listed) and Priory Green (now a Conservation Area), were not built until the early post-war years. Note the word ‘Green’ in both estate names. Their design reflected the aspiration of the architectural Modern Movement, inspired by the preceding English Garden City Movement, to create an environment where everyone could enjoy an environment pervaded by ‘sun, space, greenery’, to the benefit both of their physical and mental health, and to do so even in the inner city. The solution was to build taller but further apart,



PROPOSED

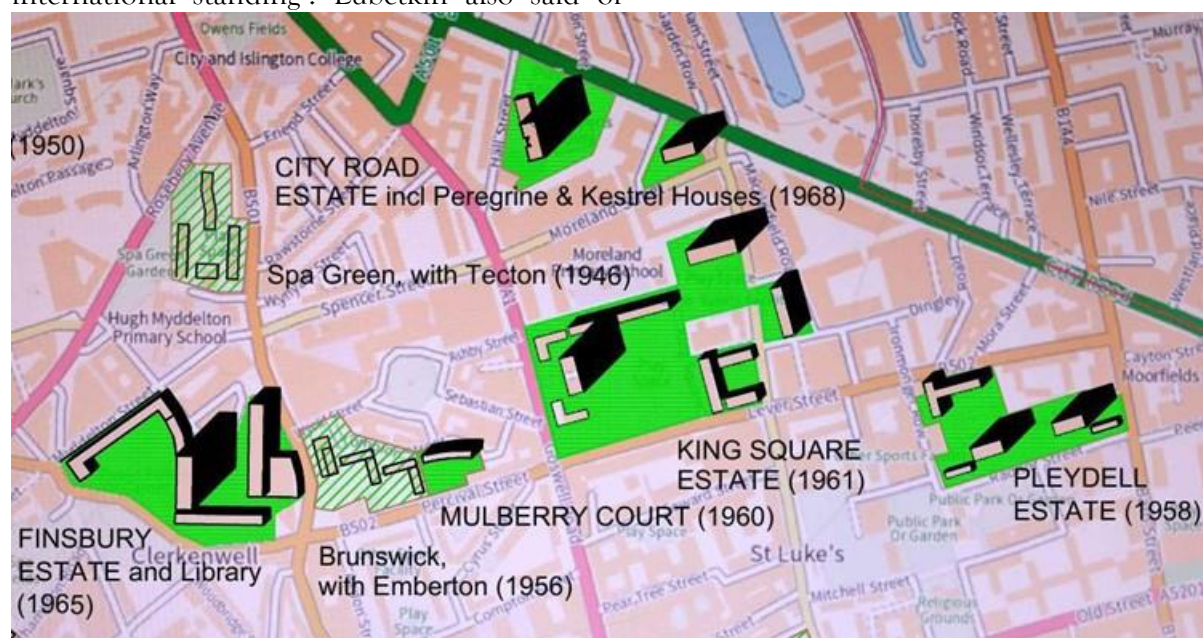
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leaving room for greenery round every building, made practicable by the advent of cheaper more reliable lifts, and by steel and concrete construction. This was the ‘Green City’ – Le Corbusier’s *Ville Verte*.

Carl Ludwig Franck joined Tecton in 1937 and will have worked on both these housing projects. Born in Berlin in 1904, where his father was a leading artist who had co-founded the Berlin Secession in 1898 and became Director of the Royal Art School in 1915. But much of his son’s upbringing seems to have been in Frascati south of Rome, an area about which he was to write a book called *The Baroque Villas of Frascati* based on his later research there as Rome Scholar in 1932-33, which focuses substantially on their gardens and landscape setting. From 1926 he had worked for four years for the architect Hans Poelzig, designer of numerous stunning projects, notably Expressionist in character and not part of the accepted Modern Movement Bauhaus-related canon. But Franck then made ‘a mistake’ – he married a Jew. This, under the new Nazi regime, was incompatible with his professional career. In 1937 he was forbidden to practice and excluded from the Reich Chamber of the Visual Arts. He found a means to emigrate to the UK, being

hired by Lubetkin as 'a drainage expert of international standing'. Lubetkin also said of

him 'truly I never saw such a talent'.



Tecton as a practice closed during the war and Franck, after a spell interned in the Isle of Man, worked with various others including Ove Arup, before rejoining Tecton. When that practice was dissolved in 1948, he joined Joseph Emberton, who had had a successful commercial practice before the war – most of his output from then now being listed, such as Olympia and Simpsons (Waterstones) Piccadilly – but who was now taking over the housing brief in Finsbury. This included the Stafford Cripps Estate off Old Street in 1951, with three dramatic Y-shaped brick-faced blocks, at 12 storeys then the highest social housing in the country, followed in 1956 by the Brunswick Estate with three 14-storey slab blocks in echelon and attractive green space along Percival Street. When Emberton died in 1956, Franck continued the relationship with Finsbury MBC, reasserting a gentler Tecton flavour in design, after Emberton's more forceful approach. He was to build about three times as many housing units as Tecton had.

There were four principal estates built under his name, all close together just south of City Road – The Pleydell Estate, The King Square Estate, the Finsbury Estate (including Finsbury Central Library), and the City Road Estate (this, the last, was built for Islington Council from 1968). They comprise blocks of varying heights disposed within a generous green continuum, and have clearly been thought of as a whole: the taller blocks in each share a similar shallow U-shaped plan form that reads as a slab. They are tall enough – varying between 19 and 26 storeys – to be seen in relation to one another

from a distance, and so they all share a common alignment, except for that on the Finsbury Estate to the west of St John's Street, which repeats the alignment of the Spa Green Estate to its north. They share a common architectural language and have a crowning curved feature on their roofs housing (one assumes) plant of various kinds. They are complemented by lower blocks – with the exception of the City Road Estate which comprises just two of the U-shaped slab blocks, 19-storey Kestrel House and 26-storey Peregrine House, and which was the only estate to make specific provision for cars. This was in the form of a single storey of underground parking in front of Peregrine House, its roof at ground level serving as a hard surface for games pitches, and forming part of the 2½ acres of open space.

This is the open space which the Council currently has it in mind to build on. There has in the past been some encroachment on the open space of the King Square Estate, but this would be altogether more destructive of the 'green city', with the amount of open space being halved at the same time as the population is much increased. Large numbers of the existing residents would lose much of their 'sun, space, and greenery' - 57% opposing the proposal in the Council's consultation – as would many surrounding properties and indeed the whole length of City Road, with its numerous new hi-rises, where this is the only green space. These four Franck estates should be recognized as a significant architectural achievement together and granted the protection they currently completely lack.

JD

Development proposals for Clerkenwell Fire Station

Proposals for the redevelopment of the former Clerkenwell Fire Station are expected to be submitted shortly to Islington Council for planning permission. The London Fire Brigade left the building in 2014. At that time, it was the oldest fire station still serving as such in London. The developer is Ocubis, which specialises in flexible office space, “creating distinctive workplaces where businesses can flourish”. As well as refurbishing the original Fire Station building, there will be two further completely new buildings on the site, housing further office space.



Clerkenwell Fire Station

The proposals are for mixed use of the site, with the ground floor devoted to retail food and drink businesses and the upper floors other small businesses. Some of the workspace will be “affordable”, about 10%, though it is unclear whether this will be in a single block, or distributed around the building. The developer wants to make at least some of the historic parts of the fire station available to be seen by the public. The best area is the laundry on the top

floor, with the sinks, drying areas and tiling remarkably well preserved.



Clerkenwell Fire Station laundry

The oldest part of the fire station is late Victorian, but it was added to in the early 20th century as part of the great wave of municipal building by the Edwardians. As you would expect it is plain and unfussy inside, with a nice office for the Chief Fire Officer, and accommodation for single firefighters and a small number of families. It is Grade II listed and the developer intends to respect its historical significance. The architect is Kohn Pedersen Fox (KPF). The Islington Society will monitor the planning application closely. AC

Margot Dunn (1930-2026)

In recent months the Liberal Party has lost two formidable councillors with an unswerving commitment to their communities: Flick Rea in Camden and Margot Dunn.

Born in Whitechapel in 1930, Margot became a leading light in the Liberal Party before the appearance of the SDP. She stood unsuccessfully in Islington Central in 1979, losing to John Grant and Dr. Charles Goodson-Wickes. She nonetheless achieved a great deal in office as a school governor, most notably at Hungerford Primary School. She was also an accomplished chair of Appeals committees in the days when Islington Green in particular was oversubscribed, along with several primary schools.

Elected to represent Holloway in 1994, she made a constructive contribution to the Education Committee. Unfortunately, whereas Flick Rea was able to do her own thing in Camden, the attitude of the opposition in Islington, that their job was to oppose even things they might have favoured, led to her being moved to the planning committee where she lacked the detailed knowledge that had been so valuable to the education service.

Margot was an enthusiast for the works of Joyce Grenfell and during her year as Mayor gave the Islington Society one of its most entertaining evenings. She was also a keen maker of home-made jam, and maker of home assembled clothing.

If she had a fault, it was that she sometimes overlooked protocol in her efforts to do good. A friend operating from an office within the curtilage of Hungerford School was to Margot a win-win situation. It brought income to the school, at a time when it was much needed, and it provided a local small business with an opportunity to thrive. But the lack of transparency, and the safeguarding issues it raised led to the scheme having to be abandoned. AB

Next Newsletter

Copy date for our next newsletter is February 7th 2027. The views expressed in the journal are not necessarily those of the chair, the editor, or the Society's adopted policy.

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Islington Pub news

Coronet

The award winning Coronet on Holloway Road has reopened in good news for the Society. It is selling Doom Bar, not quite what we were used to in the Wetherspoon days but better than nothing.

Peasant/ George & Dragon

After a long period of closure, during which squatters occupied the building, the Peasant opposite Clerkenwell Library and the History Museum has reopened as the George & Dragon. This is a reversion to its original name.



This was the venue of a successful Islington Society dinner twenty years ago. Sadly no cask ale is currently available.

Packington Arms

Another former name to reappear is that of the Packington Arms, which most recently was called "Zenith". It had been closed for some time. It

is the fourth pub to be taken by the Bohem Brewery. The Nicholas Nickleby in Finsbury Park is one of the first three. The Packington is serving cask conditioned beer.

Other changes

Cask ale has returned to the Highbury Barn, but gone from the T. Bird and Gunners. Three pubs or clubs in N.1 have closed altogether: Odyssey, Simmons Angel and Two More Beers.

Society events, page 12

See

Transport News Round-up

Thames Water chaos

After years of investing in shareholder dividends at the expense of maintaining water pipes and sewers, Thames Water have embarked on two major schemes in Islington. Unfortunately they have resulted in months of disruption to bus routes.

Crouch Hill has been closed for several months and will remain so until next month. The W7 has been diverted, adding to journey times although residents along Hanley Road and Hornsey Rise have benefited from an enhanced service. The area adversely affected is almost entirely residential.

More serious has been the impact of a closure of Highbury Grove from August, affecting routes 4, 19, 236 and 393. There was an excellent map at Highbury station, but this is the start of the return journey for most people and what was needed was information at bus stops. People on a 4 bound for Blackfriars were bamboozled when on reaching Highbury Barn the bus made an about turn and returned to Finsbury Park. For the able bodied, a walk through Highbury Fields would probably connect with the bus in front, but women and older people are concerned about safety after dark. As well as residents, pubs and restaurants along Blackstock Road have been adversely affected.

Roadworks elsewhere have resulted in more and more short workings. It is increasingly rare for a 141 to reach London Bridge, and although Moorgate has connections via other routes Hoxton is more problematic, given that the last stop is actually one short of the stated destination. Users in the opposite direction have no alternative when the 21 turns short, a worry expressed by Travelwatch when the 271 abolition was put forward. It does not help that turning at Highbury & Islington is impossible and running empty to Highbury Barn is also ruled out by the Highbury Grove closure.

Shoreditch Fun Run

There was considerable disruption in Canonbury occasioned by the "Shoreditch Fun Run", which involved closing roads from 6.30 a.m. on a Sunday, before trains had started for the day. Because there is no longer a right turn for buses on Canonbury Road to enter Essex Road, bus

routes were unavailable even on roads remaining open. TfL journey planner was still giving misleading information on the previous morning, despite having met the Council's lead member on transport (something councillors in Lambeth would regard as a step forward). Given the cost of a marshal on every road closed, starting the fun run later, holding it in Regents Park or on Hampstead Heath, paying for trains to run earlier, or avoiding Sundays altogether (early morning demand is greater than on Saturdays) might have been considered.

London Plan

The slimmed down London Plan (see page 1) has no transport section, making transport subservient to plans for good growth. The wish list of new schemes is in an Annex to the plan, with rather vague dates and no indication of costs obstacles or relative benefits. There is no recognition of the infrastructure needed to support new housing around existing stations, which provide little in the way of local transport links and which require capacity not just at the stations themselves but on the trains that serve them, to ensure that existing users closer to the centre are not faced with overcrowded trains.

Transport Select Committee

The Prime Minister is luke-warm about Heathrow expansion and believes it should be a devolved matter, which is good news for us given the Mayor's opposition to it. The Transport Select Committee is due to report on Heathrow, but with the Conservatives pledging support for the third runway in advance of the facts it may be difficult to maintain consensus.

End to the ironing board seats

Trains on Thameslink are due to be refurbished and users have welcomed the news that the ironing board seats are to be replaced by something more comfortable. They were introduced because the seats previously proposed were deemed to have insufficient resistance to fire. It is to be hoped that the 717 trains on the Moorgate branch of the Great Northern will be similarly treated when they fall due for a refresh, although comfort is more of an issue on long distance services such as those involving the LNER Azumas. AB

Forthcoming events

Society events

The Annual dinner will have taken place by the time you receive this.

October 31st: The Islington Society is pleased to announce a new association with the London Choral Sinfonia and its conductor Michael Waldron. The choir and orchestra are based in Islington and Michael lives in the borough. See poster on page 10. Michael will be joined at the church of St. John Evangelist by the organist of St. Paul's C of E Cathedral, James Orford.

Colin Surtees from the church has agreed to give a short talk about the church at 7pm. It will last around 15 minutes and is included in the ticket price. It does not require any sign-up. The concert starts at 7.30pm and lasts one hour with no interval. Booking can be made via <https://www.eventbrite.co.uk/e/london-choral-sinfonia-poulenc-arnold-organ-concertos-tickets-1999673369879>

November 4th: 66th Annual General Meeting, Town Hall, 7 p.m.

Society visits

Visits are often arranged at short notice. Members are notified by e-mail.

A talk and Q&A with historian Joanne Paul

Historian and broadcaster **Joanne Paul**, author of an acclaimed and definitive biography of St Thomas More, will give a talk about his fascinating life, followed by a Q&A.

Joanne is an outstanding speaker who brings Tudor politics vividly to life, and her biography of Thomas More has been widely praised for presenting him in all his complexity - as statesman, scholar, family man and one of the most compelling figures of the English Reformation. This is a rare opportunity to hear a leading historian discuss More in the appropriately named surroundings of St Thomas More Church, with plenty of time for questions afterwards.

Thursday 15th October, 7pm at St Thomas More Church, [9 Henry Road](#), Manor House, London N4 2LH

Tickets are £10 plus booking.

<https://www.eventbrite.co.uk/e/st-thomas-more-a-talk-and-qa-with-historian-and-broadcaster-joanne-paul-tickets-1994679838091>

For further information, contact John Mullen on 07950 218857 or at johnmullentv@gmail.com.

London Forum

The next London Forum open meeting is the AGM which will take place on Wednesday October 28th. Open meetings are planned for January 14th, March 1st and April 22nd. All these events at the Gallery, Alan Baxter Associates, Cowcross Street.

Future Transport London

Meetings at Cowcross Street on October 13th and November 10th are open to all.

Islington Council

Meetings (Town Hall, 7.30 or 6.30 (*))

Oct. 20th & Nov. 30th:

Environment/Climate/Transport Scrutiny

Oct. 22nd & Nov. 26th: Executive Committee

November 1st: *Licensing Sub-committee B

November 2nd: *Licensing sub-Committee D

November 12th: Planning Committee

November 15th: *Licensing sub-Committee C

November 16th: *Licensing sub-Committee A

November 24th: *Licensing Committee

December 3rd: Full Council

Greater London Assembly

Meetings in City Hall, Kamal Chunchie Way, London, E16 1ZE at 10 a.m. except where stated, also live streamed.

October 21st Mayor's Question Time **Islington**

November 3rd, December 1st: Transport

November 5th: GLA Plenary session

Nov. 12th (2 p.m.) & Dec. 3rd: Environment.

Nov. 19th: Mayor's Question Time Assembly

November 26th: Planning & Regeneration