# Typology 6: CIVIC SPACES AND PUBLIC BUILDINGS

<table>
<thead>
<tr>
<th>OBJECTIVES FOR CIVIC SPACES AND PUBLIC BUILDINGS</th>
<th>Character &amp; Place</th>
<th>Movement &amp; Priorities</th>
<th>Interface &amp; Thresholds</th>
<th>Inclusive &amp; Secure</th>
<th>Climate Change, Biodiversity and Urban Greening</th>
<th>Servicing &amp; Maintenance</th>
<th>Materials &amp; Furniture</th>
</tr>
</thead>
<tbody>
<tr>
<td>To express civic pride emphasise the uniqueness of Hackney and create local landmarks</td>
<td>![Pink]</td>
<td>![Orange]</td>
<td>![Yellow]</td>
<td>![Green]</td>
<td>![Blue]</td>
<td>![Red]</td>
<td>![Purple]</td>
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<tr>
<td>To accommodate all required modes with priority to pedestrians</td>
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<td>![Orange]</td>
<td>![Yellow]</td>
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<td>![Blue]</td>
<td>![Red]</td>
<td>![Purple]</td>
</tr>
<tr>
<td>To be accessible to all ages and present a three hundred and sixty degree active frontage to the public realm with architectural lighting considered on a case by case basis.</td>
<td></td>
<td></td>
<td>![Yellow]</td>
<td>![Green]</td>
<td>![Blue]</td>
<td>![Red]</td>
<td>![Purple]</td>
</tr>
<tr>
<td>To be fully accessible in line with the 2010 Equalities Act. To provide high levels of security</td>
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<td></td>
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<td>![Green]</td>
<td>![Blue]</td>
<td>![Red]</td>
<td>![Purple]</td>
</tr>
<tr>
<td>To accommodate tree and shrub planting, with opportunities for high decorative and symbolic planting maximised</td>
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<td>![Blue]</td>
<td>![Red]</td>
<td>![Purple]</td>
</tr>
<tr>
<td>To have sufficient litter bins and to be accessible to servicing vehicles</td>
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<td>![Red]</td>
<td>![Purple]</td>
</tr>
<tr>
<td>To have materials of a high quality and provide sufficient opportunities for seating.</td>
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<td>![Purple]</td>
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</table>
Most of Hackney’s civic and institutional buildings came into being along with urbanisation post 1850, although significant landmarks, St Mary’s Church in Stoke Newington and St John’s tower on the Mare Street, date from medieval times. Hackney Town Hall was built in Mare Street in the 1930s. The old Town Hall was demolished and a formal square and gardens were constructed in front of the new Town Hall. It is one of the few examples of 1930s Town Hall designs in which walls, gardens, lighting and tree planting were incorporated as part of the original design and which are still, in large measure intact.

Most of these buildings and spaces were designed at a time when the current demands of the motor vehicle could not have been anticipated. Those built in the later half of the twentieth century, which includes many of the schools and hospitals for example, are also facing the demands of changing cultural times, which means that they need to be more accessible and flexible in the way that they are used.

Many of the older and grander civic spaces, such as the Town Hall, had elements constructed in stone to match the building, but still with York stone and setts on the ground plane. Many of these historic features and materials are still intact. Later twentieth century spaces are more likely to be constructed from concrete, steel and timber products although “high-quality” spaces often use imported modern stone products.

Public art in the past would have been statues and other ‘decorative features’ such as lights and fountains. Civic spaces are now the most likely places to contain pieces of public art, especially if these take a three dimensional form as opposed to a painted mural.

**Future challenges**

When refurbishing civic spaces to meet current needs it is important that their, civic, grand and special character is respected along with their historic features and materials.
This typology extends to the public realm of stand alone civic spaces such as Dalston Square, in which case the public realm is defined by the building facades which physically define it. In other instances they will be defined on one or more sides by to the extent of the public highway as for example at Hackney Town Hall. Other less formal civic spaces, such as frontages to libraries will also extend to the highway boundary or may be included within it. Other key elements of the public realm exist within the ownership of other institutions such as for instance, the NHS in the case of hospitals and health centres and network rail, with the stations, and the underground and TfL.
Typology description and case studies

At the heart of every neighbourhood or district there is usually a recognisable civic space, public building or place of worship. In Hackney these vary in type, scale, character and formality from Hoxton Square, with its trees and lawns, to the predominantly hard space that is Gillett Square. They may also vary in significance, from the Town Hall to the local library or church. They all have one thing in common, however, in that they recognisable as local landmarks with capacity to host civic or community events with the, often realised potential, to contribute something positive to the public realm.

Hoxton Square, towards the south of the borough in Shoreditch, might formerly have been described as a garden square. In some senses it is still, as several mature trees dominate the central garden area with a lawn bounded by railings and informal hedges. The buildings defining it have some cultural and civic significance. In the corners there is a church, a school, and an art gallery with an international reputation. A lot of animation also comes from the bars, cafes and restaurants that now occupy the ground floors. The proximity to the City and good public transport links mean that these places attract a variety of local residents, workers and visitors at most times of the day and night all year round. The square itself is at least a borough landmark but has not been changed significantly to respond to its current uses and fails to fulfil its true potential.

Situated on the corner of Lower Clapton Road and Powerscroft Road in the northern half of the borough, the Round Chapel is a unique landmark grade II* building. Built between 1869 and 1871, it is now owned by the Hackney Historic Buildings Trust and has become an important resource in the local community. Coupled with The Old School Rooms, it occupies a key position on the Lower Clapton Road, but fails to truly live up to its standing in the local community as it is physically set back from the high street. Some public realm and building fabric works could re-connect it to the high street proper and elevate its civic status and popularity.

Cycle parking and refuse in Hoxton Square
**Good practice**

**Gillett Square, Hackney**

The recently refurbished Gillett Square forms, with the station and Ridley Road Market, the heart of Dalston. A central hard space, 50 x 30m in size is edged on 2 sides by an interesting mix of stalls at ground level and the Dalston Culture House, home of the Vortex Jazz Club and the Bradbury Street Workspace. The other boundaries are less animated being the backs of buildings which front Kingsland Road and a temporary car park. The space is large and open enough in its design to accommodate significant numbers of people and, with a stage at one end, allows more formal events to take place. Developed over a number of years and in consultation with the community, it is responsive to the different cultural needs of this very mixed neighbourhood. Being somewhat ‘hidden’ behind the high street, Gillett Square is able to remain a civic space for Dalston, rooted in the community, in contrast to some recent public spaces in central London.
Homerton Hospital, Hackney

The public realm of Homerton Hospital includes all the publicly accessible space at the front of the hospital: the car parking and vehicle and pedestrian circulation spaces. This space has recently been redesigned and offers many examples of good practice in the design civic space associated with a major institutional building. The main arrival area needs to accommodate pedestrians, staff and visitor vehicles and patient delivery ambulances and, in major disaster scenarios, emergency vehicles also. This space was conceived as a shared space although a protected dedicated pedestrian route was also introduced. All transitions through the space were level and flush to allow the easy movement of wheelchairs. All the mature London planes trees were retained and new trees, a decorative species of ash, were planted along the main pedestrian route under which were located a row of seats. Over 50 cycle stands were installed in locations that were very active and overlooked and are consequently well used. The perimeter wall was reduced in height and replaced with a short railing to allow a visual relationship to be established between the street and the hospital improving overlooking of both street and arrival space. The congestion which once plagued the hospital has now been alleviated and the arrival space is now much more equally shared.

Low boundary wall allows views in and out
### Typology 7: PARK EDGES

<table>
<thead>
<tr>
<th>OBJECTIVES FOR PARK EDGES</th>
<th>Character &amp; Place</th>
<th>Movement &amp; Priorities</th>
<th>Interface &amp; Thresholds</th>
<th>Inclusive &amp; Secure</th>
<th>Climate Change, Biodiversity and Urban Greening</th>
<th>Servicing &amp; Maintenance</th>
<th>Materials &amp; Furniture</th>
</tr>
</thead>
<tbody>
<tr>
<td>To present park character to the adjacent typology to increase its functional amenity value</td>
<td>✓</td>
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<td>To accommodate pedestrians over cyclists</td>
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<tr>
<td>To be highly permeable with high levels of inter-visibility</td>
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<tr>
<td>To be fully accessible to pedestrians and disabled people with high levels of personal security</td>
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<td>✓</td>
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<tr>
<td>To present a soft edge with trees shrubs and grass with habitat and native fauna</td>
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<td>✓</td>
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<tr>
<td>To have sufficient provision of litter and dog bin facilities and to be fully accessible to servicing vehicles</td>
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<td>✓</td>
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<tr>
<td>To provide opportunities for rest and socialising and materials that are appropriate to the park and adjacent typology</td>
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<td>✓</td>
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</tbody>
</table>
**Parks and their interface with the public realm**

Despite extensive built development Hackney is still inner London’s ‘greenest borough’ with 62 parks and open spaces, covering 3.3 km²). Thirteen of Hackney parks have now achieved Green Flag status with Hackney Marshes playing host to the largest collection of football pitches in Europe.

These parks and open spaces are largely a legacy of the Victorian era when they were designated to provide clean air and recreation for an urban population suffering from increasing levels of ill health.

The perimeter iron railings, in most instances, have unfortunately been replaced with simpler mild steel vertical bar type although the original stone plinth often remains. It is important to retain where possible the original characteristic boundaries in order to retain the local distinctiveness of Hackney.

**Future challenges**

The most important challenge is to manage the conflict between increased access and personal safety. The management of this issue must be carefully considered and supported by physical interventions to support wider secure by design principles.

The park edge itself exists simply as a line, the boundary between the park and the adjacent typology. This takes the form either of a physical barrier such as a railing or a demarcation line such as the highway boundary. This typology is primarily concerned with this edge condition and the relationships between the two adjacent typologies and how this is changed by the boundary definition and the conditions on both sides of that boundary.
Low railing and hedge on Hackney Downs
Typology description and case studies

Hackney’s Parks are well used by residents and visitors. Often a legacy of the Victorian era or bomb damaged and cleared housing land. They offer a huge variety of experiences: from swimming in London Fields’ Lido to feeding ducks in Springfield Park. There are a number of formal and informal sports and leisure facilities on offer within reasonably easy reach of most parts of the borough. It is the edge condition of these parks, however, and their impact on the public realm, that is the primary concern within this typology. High walls and hedges have a negative effect on the public realm outside the park, as they prevent any visual connection necessary for natural surveillance. Although open railings allow overlooking, they still represent a physical barrier, which impedes access and creates severance. High railings run along many boundaries of Hackney’s parks and even those as low as 1.2m can still prevent access. Locating park activities on the park edge, such as a paddling pool at Clissold Park, helps greatly to animate the park edge, despite its seasonally limited appeal and high boundary treatment. Where no boundary definition exists a much more relaxed atmosphere is created which seems to benefit both the street and the park as can be experienced at Well Street Common and on Hackney Downs.
**Good practice**

**Well Street Common, Hackney**

At Well Street Common the absence of a boundary wall or railing allows a strong physical and visual relationship to be established between the park, the street and the overlooking residential properties. This makes the park edge / street interface feel safer, both for users of the park and people in the street. There may be scenarios, however, across the borough where a physical boundary is thought to be necessary and this detail would not be appropriate.
Clissold Road, Hackney

On Clissold Road an all-weather sports pitch has been located adjacent the footway creating a very active edge. This greatly animates the public realm and provides spectators with informal viewing opportunities. A similar active park edge been achieved in Cantelowes Park, Kentish Town, where a skate park, an all weather pitch and ball court have all been located at the boundaries with the perimeter streets, even the busy Camden Road TLRN. All these facilities are also illuminated at night creating some additional drama.
Hackney Downs, Hackney
Careful detailing of park boundaries and gates can also have a positive impact on the adjacent public realm. The boundary treatment along the some edges of Hackney Downs is neither visually intrusive nor impermeable, but it achieves its primary aim of preventing vehicle access.
London Fields, Hackney

The eastern and to a lesser extent western boundaries of London Fields are well overlooked by properties which face the Park. The edge condition along Martello Terrace is particularly good as there is some good active frontage created by the Pub on the Park as well as that generated by the residential properties of the terrace itself.

The pub in London Fields creates an active edge to the park
### Typology 8: CANALSIDE

<table>
<thead>
<tr>
<th>OBJECTIVES FOR CANALSIDE</th>
<th>Character &amp; Place</th>
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<th>Servicing &amp; Maintenance</th>
<th>Materials &amp; Furniture</th>
</tr>
</thead>
<tbody>
<tr>
<td>To present a park character to the adjacent typology to increase its amenity value.</td>
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<td>To accommodate the prioritised modes of pedestrians and cyclists</td>
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<tr>
<td>To provide opportunities for natural surveillance and uninterrupted access to the waters edge</td>
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<tr>
<td>To be fully accessible to the prioritised modes with sufficient access points to adjacent typologies</td>
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<tr>
<td>To protect and enhance existing habitats and provide area for habitat creation</td>
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<td>To provide access for cleansing repairs, maintenance and emergency services</td>
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<tr>
<td>To be robust and serviceable and provide seating social play and rest areas</td>
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</tbody>
</table>
The canals and towpaths fall under British Waterways remit but the Hackney sections are open to the public 24 hours per day. It is only the towpath that is fully accessible as water-based activities such as fishing and boating require a license. This typology therefore covers all the accessible land on the towpath from the water’s edge to the canal boundary and the stepped or ramped access connecting it to the adjacent typology.

**Canals and Towpaths**

Hackney has two canals, the Regent’s Canal and the Hackney Cut, which is part of the River Lee system of canalised rivers. The Regent’s Canal was built to link the Grand Junction Canal’s Paddington Arm, (which opened in 1801), with the Thames at Limehouse. The Hackney section of the canal was only completed in 1820, and thirty years later was already under competition from the railways. Despite this however, it still carried commercial traffic up to the 1960’s. Now, both canals serve an essential leisure and movement function although there are some moorings for houseboats with a canal based residential community.

Demands on the towpaths are significant and increasing as they are all part of the larger strategic network of footpaths and cycle ways as well as providing venues for leisure activities such as canoeing and fishing.

**Future challenges**

Addressing the needs of the different users and resolving the existing conflicts to ensure that no one activity dominates at the expense of another.
Typology description and case studies

The Regents canal runs through the southern half of the borough from the Wenlock Basin in the west to Victoria Park in the east. The Hackney Cut on the River Lee Navigation runs alongside the west side of Hackney Marshes and defines much of the borough’s eastern boundary. These canals are extremely valuable resources in the borough. They provide fast pedestrian and cycling links with the Regents Canal linking directly to Angel and Canary Wharf. They are very well used at all times of year and at most times of day. As havens for wildlife they provide an important link in London’s green infrastructure. As a recreational amenity they are used for dog walking, running, picnics, boating and simply socialising. There are places with active frontage, over looking the canal for instance near Broadway Market, but many more areas with blank frontage and inactivity. The locks often become the focus for most informal social activity with fishing on the quieter sections. The boundary treatments vary greatly and directly affect the quality of the public realm. In places unnecessarily high walls hide the canal, eliminating natural surveillance, as can be witnessed along Baring Street. High railings as through Haggerston separate other sections, again unnecessarily. Access to the canal is generally good and some new developments are improving this further by providing a direct public access to the canal through the development. Access, however, remains a key issue, as many sections are quite impermeable reducing dramatically perceived levels of personal security.
Good practice

Regents Canal, Hackney

Running east-west through the central-southern half of the borough the Regents Canal is a valuable recreational amenity within this urban environment. Access to the canal is generally very good as ramps and steps have been installed at most bridges. Legibility is also good as most road bridges are named with sign plates and local landmarks and attractions are sometimes signed, as at Broadway Market, for example. ‘Heads up’ mapping has been installed at several bridges through the De Beavoir and Haggerston sections which show walking distances between each access point. On the Queensbridge Road Bridge, a large sculptural sign in very robust corten steel points to Shoreditch and also signals that neighbourhood’s artistic and industrial heritage.

Hackney Cut (Lee Navigation), Hackney Marshes

Running along the eastern boundary of the borough, the Hackney Cut has a rural character in places, especially where it is bordered directly by the marshes of the Lee Valley. South of the A12, the towpath widens with wide grass verges and wooded hedgerows which create good conditions for informal recreation. The woodland, which is principally naturally regenerating native species, is excellent habitat. North of the A12, through the marshes section, interpretation boards have been installed on sculptural stands. These art / interpretation interventions are made from corten steel drawing on the areas industrial heritage and act as local landmarks offering greater legibility to the canal and the marshes.
## Typology 9: INDUSTRIAL STREETS

<table>
<thead>
<tr>
<th><strong>OBJECTIVES FOR INDUSTRIAL STREETS</strong></th>
<th><strong>Character &amp; Place</strong></th>
<th><strong>Movement &amp; Priorities</strong></th>
<th><strong>Interface &amp; Thresholds</strong></th>
<th><strong>Inclusive &amp; Secure</strong></th>
<th><strong>Climate Change, Biodiversity and Urban Greening</strong></th>
<th><strong>Servicing &amp; Maintenance</strong></th>
<th><strong>Materials &amp; Furniture</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>To create a recognisable place that functions as an industrial street but can still act as a focus for neighbourhood activity</td>
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<tr>
<td>To accommodate all modes ensuring supply and delivery access with priorities to pedestrians and cycles</td>
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<tr>
<td>To present an active frontage and provide uninterrupted access to premises</td>
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<tr>
<td>To provide easy access for large vehicles with high levels of personal safety and security</td>
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<tr>
<td>To provide opportunities for natural with an emphasis on street trees and shrub planting as well as habitat creation for fauna</td>
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<td>To provide sufficient litter bins and accommodate temporary storage of business waste and provide space for licensed street vendors</td>
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<tr>
<td>To be robust and serviceable and provide seating social and rest areas</td>
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</tbody>
</table>
Avenue of London Planes on Hackney Downs
Typology description and case studies

The industrial (and former industrial) streets and estates occur in relatively small pockets spread across the borough and are very important to the local economy while adding greatly to the mix and vibrancy of the borough. They tend to occupy relatively small footprints with many being located in premises and warehousing dating from the Victorian age. These have been modified and converted over the years to respond to modern practices and new uses. In Shoreditch for example many have been converted to residential use although many still remain as small artisan businesses, creating a classic mixed-use neighbourhood. In scale and massing most buildings respond to the local context being generally never more than 5 storeys in height. Many small businesses occupy the railway arches of the Liverpool Street to Tottenham railway line as it runs on a viaduct through the heart of the borough as far as Evering Road. Where they are in mixed neighbourhoods the industrial streets may also provide local services such as a corner shops and public houses. Some of the ‘industrial’ premises also have a retail capability, which greatly adds to the quarter’s vibrancy. Materials vary and are understandably robust with footway materials ranging from in-situ concrete, concrete slabs, block paving and asphalt. The carriageway is almost exclusively asphalt in some form and degraded in many instances. Kerbs vary from granite, both wide and narrow, to half battered pre-cast concrete with some dropped sections in granite setts. Dropped crossing are provided to allow vehicles to access private driveways and pedestrians easier access across side roads with many channels still detailed in granite setts.
**Good practice**

**Industrial Streets around London Fields Station, Hackney.**

The industrial streets around the viaduct focused on London Fields Station offer many examples of good practice notwithstanding some obvious weaknesses. As this area is not exclusively dominated by industrial uses, there is a valuable mixture of other users, especially as it offers several links from London Fields to Mare Street. This type of mixed use neighbourhood (residential, industrial, & commercial) offers a good model for other industrial areas across the borough. Not only land use per se by how it is integrated and reflected in the streetscape. Some retail outlets operate in the area, which has a positive impact on the public realm, helping to create an active public realm. Road markings have been kept to a minimum, where recent refurbishment has taken place and the combined flashing beacon and light column, both help to reduce visual and physical clutter.

In some areas railings have been installed on brick walls to perform a security function. This principle, has a less negative impact on the street than the more common security topped high brick walls and galvanised steel palisade fences, which often have a detrimental impact on the character and appearance of the area.
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**Bengali**

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

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Haddii aad jaclaa inaad uu waxaad fanaa doo jeedaya macluumaad, ay ku habboon, ku qor magacaaga, cinwaanka iyo telefoon lambaanka boggaan dhankaaha maxay oo kuna dibna ku celi cinwaanka hoose.

**French**

Si vous désirez connaître le contenu de ce document, veuillez cocher la case appropriée et indiquer votre nom, adresse et numéro de téléphone au bas de cette page et la renvoyer à l’adresse indiquée ci-dessous.

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Si desea saber de lo que trata este documento, marque la casilla correspondiente, escriba su nombre, dirección y número de teléfono al final de esta página y envíe a la siguiente dirección.

**Kurdish**

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**Turkish**

Bu dökümanda ne anlatıldığını öğrenmek istiyorsanız, lütfen uygun kutuyu işaretleyerek, adınızı, adresinizi ve telefon numaranızı bu sayfanın alt kısmına yazıp, aşağıda adrese gönderin.

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Jeśli chcesz dowiedzieć się, jaka jest treść tego dokumentu, zaznacz odpowiednie pole, wpisz swoje nazwisko, adres i numer telefonu w dolnej części niniejszej strony i przesył na poniższy adres.

**Vietnamese**

Nếu bạn muốn biết tài liệu này nói gì hãy đánh dấu vào hộp thích hợp, điền tên, địa chỉ và số điện thoại cũng bao gồm trang này và gửi lại theo địa chỉ dưới đây.

**Urdu**

اگر آپ بہ جانانے کے لیے اس دستاویز کی صحت کا کوئی شک کر رہے ہیں، تو اس کو میں اپنا فون نمبر میں ضمانت ہو جاتا ہے کہ اس میں صحیح اور اپنا نام پر اپنے فون نمبر پر اسی میں ہے اور آپ کی اپنی اپنی اسٹیٹس کی بہتر ہے۔

**Chinese**

如果你想知道這份文件的詳細內容，請在方框內打勾，在本頁下面寫下你的名字、地址和電話號碼並寄到下面的地址。

**In large print**

**In Braille**

**On Disk**

**On audio tape**

**In another language, please state:**

Name: ____________________________

Address: ____________________________

Tel: ____________________________

Return to: ____________________________