St. JOHN’S, CHURCH LANE & UNDERGROUND STATION
**SITE 8: STATION GATEWAY**

**EXISTING**

Just to the north of the Central Line underground station, a wide expanse of pavement extends north to Kirkdale House. The eastern boundary of the site is characterised by the fine Art Deco terrace of Seascape House and the rear of St. John’s Churchyard, while the western edge is defined by train lines.

Kirkdale Road features a number of independent businesses, including cafés and restaurants which make use of the pavement. However, the site is cut through by a broad bus lane/standing area. A separate traffic lane to the east defines a central island dominated by bus stops.

**SITE ANALYSIS**

The site is the first vista the visitor sees on arriving in the Town Centre from the tube. Its excellent transport links and central position in the town centre, together with dominant freehold ownership by London Underground Limited, place the site at the top of our scoring matrix for development viability.

Currently, the pedestrian public realm is dominated and fragmented by roadways. Traffic routes could be rationalised to create an improved public realm, which local businesses appear poised to activate. Moreover, there is an opportunity in this prominent position to improve the first impression, and with it wider perceptions, of Leytonstone Town Centre.

---

**Table**

<table>
<thead>
<tr>
<th>Property Basics</th>
<th>Ownership and Configurations</th>
<th>Employment Context</th>
<th>Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key Information</strong></td>
<td><strong>Freehold (nos.)</strong></td>
<td><strong>Leaseholds</strong></td>
<td><strong>Public Sector Ownership</strong></td>
</tr>
<tr>
<td>Mostly a bus lay-by strip, includes a retail building, 1-storey, easy access for pedestrians and vehicles</td>
<td>1 freehold: London Underground Limited</td>
<td>No Leasehold</td>
<td>Yes</td>
</tr>
</tbody>
</table>

| Score (Total) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 34 |

---

**Property Basics Ownership and Configurations Planning**

**Key Information**

- **Name of Tenants**: Single tenant: Leytonstone Station
- **Leaseholds**: No
- **Public Sector Ownership**: Yes
- **Private Sector/Third Sector Ownership**: No
- **Ownership - Dominant/Fragmented**: Single
- **Rent per sqft. - £12.26 (5-year average)**
- **Planning Context**: District Centre
- **Employment Land**: No
- **Potential for Employment Release per ELR**: n/a
- **Planning History**: No major change, extension or demolition

---

**Employment Context**

- **Potential for Employment Release per ELR**: n/a

---

**Planning History**

- **Planning Context**: District Centre
- **Employment Land**: No
- **Potential for Employment Release per ELR**: n/a

---

**Planning History**

- **Planning Context**: District Centre
- **Employment Land**: No
- **Potential for Employment Release per ELR**: n/a

---

**Planning History**

- **Planning Context**: District Centre
- **Employment Land**: No
- **Potential for Employment Release per ELR**: n/a
### OPPORTUNITIES

Destination artwork or mural on blank wall in current Central Line Bus Turnaround. Led by a professional artist or design consultant, the intervention could be delivered very quickly, in collaboration with local stakeholders.

### OUTCOMES

A destination mural at the entrance to Leytonstone as people exit the tube station will bring character and distinctiveness to Leytonstone and create a dramatic sense of arrival. Local residents will feel a civic pride if executed appropriately with collaboration and input from local stakeholders, resulting in improved wayfinding through the Northern end of the town centre and promotion for existing businesses which are nearby.

### LEGACY

This quick win project will build momentum and enthusiasm amongst residents and businesses for the medium term shop front improvement programme. It will help to bring a network of businesses together who may be interested in physical improvements to their building and business support to improve their offer and attract more customers and footfall. In turn, it also creates a dynamic backdrop and starting point for the longer term interventions of public realm improvements and reconfiguring the road layout.

In time, the entrance to Leytonstone from the tube station will build on the existing ingredients to become a vibrant, well kept and charismatic area with a good quality offer of independent businesses.

### PRECEDE NTS

- Wood Street wayfinding mural
- Baroque the Streets, Dulwich
- Dalston Peace Mural

### DELIVERY METHODOLOGY

1. Scope site for potential
2. Secure permission from freeholder
3. Funding bid submitted
4. Procurement of design/art team
5. Design development
6. Engagement and community/councilor vote
7. Submit planning application
8. On site delivery of work
9. Launch event to press and community

### POTENTIAL FUNDING SOURCES

- Arts Council England
- GLA High Streets Fund

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**La Parisienne Cafe**

Hassan

La Parisienne Cafe opened in 2001 and since then Hassan has noticed a dramatic change in Leytonstone as an area. He described how there used to be a lot of problems especially near his cafe which is located at the perimeter of the station. Now this has been eradicated and he feels Leytonstone continues to improve. His business has flourished each year and even more so in the last few years after refurbishment. The location of the shop immediately next to the entrance of the tube station brings in a lot of business and offers an outdoor outward looking space for people to sit. He loves the local area and feels there is a strong sense of community with good support from local councillors and is dedicated to staying and giving back to the local community.

“I spent a lot of money refurbishing the shop as I wanted to give something back to the community”
SITE 8: STATION GATEWAY

OPPORTUNITIES

- Medium-term: shop front improvements and restoration of existing architectural features.

Sited at the corner of Kirkdale Road and Church Lane, the Independent Buildings and Seascape House form a 2-storey shopping parade in fine Art Deco style. These shops frame the public realm immediately outside the Central Line Underground station. These relatively small retail units include several offices, a number of independent businesses and a restaurant with outdoor seating.

Much of the building remains in good repair, and many of the businesses are relatively well-presented with shop fronts that are not detrimental to the character of the host building. However, carefully targeted investment in this location would have a large impact on the immediate perception of Leytonstone on arrival by tube. Visual improvements could be achieved by cleaning the existing stonework, clearing high level signage, replacing some unsympathetic, poor quality fascia signs and moving security shutters to the interior.

Building on the presence of an expanded market and improved access to St. John’s Churchyard (see below, sites 10 & 12), key independent businesses could be supported to improve their internal and external displays.

OUTLINE COSTS

**Works**

- New signage to 7 no. shops, relocate shutters as necessary, restore and clean existing stonework, re-decorate 2 no. façades.
- Estimated cost incl. design fees, contractor OHP & contingency = £80,000

**Business support**

- Provide one-to-one creative support to 6 no. businesses, deliver improvements to displays & visual merchandising to 6 no. businesses. Estimated cost incl. design fees = £15,000

DELIVERY METHODOLOGY

1. Secure funding.
2. Engage shopkeepers and landlords.
3. Procure design team & business support.
4. Design development in dialogue with stakeholders.
5. Submit planning applications.
6. Procure works contractors.
7. On site delivery of works.

POTENTIAL FUNDING SOURCES

- GLA High Streets Fund

nos. 20-28 Kirkdale Road

nos. 46-54 Church Lane
SITE 8: STATION GATEWAY

OPPORTUNITIES

- Rationalise existing traffic routes into a single thoroughfare of width to allow bus stand, overtaking. Relocate bus stops adjacent to western boundary of site. Additional pedestrian crossing to connect east side of Kirkdale Road to south side of Church Road.
- Lightweight kiosk structures to bring animation and commercial activity to broadened pedestrian pavement.
- Business support and street furniture to encourage existing businesses on Kirkdale Road to positively address newly broadened pedestrian pavement.
- Wayfinding intervention, feature lighting to signpost arrival in Leytonstone Town Centre.

DELIVERY METHODOLOGY

1. Engage TfL & London Buses.
2. Engage market operators.
3. Assess feasibility & vehicle tracking.
4. Secure funding.
5. Appoint design team.
6. Procure business support.
7. Submit planning applications.
8. Procure works contractor.
9. Deliver capital works.
10. Deliver business support.
11. Let & manage kiosks.
12. License & manage extended marketplace.

POTENTIAL FUNDING SOURCES

- London Regeneration Fund
- Section 106
- New Homes Bonus
## EXISTING

The site is a key green space at the very heart of the town centre, representing the last vestige of Leytonstone’s past as a leafy hamlet. The yard is bounded by Kirkdale Road, Church Lane, the High Road and, to the north, the Matalan car park.

Currently, the Churchyard is enclosed by railings and the back of Seascape House. Access is via a double gate at the corner of Church Lane and the High Road, controlled by Church management.

## SITE 9: ST. JOHN’S CHURCHYARD

### SITE ANALYSIS

Although associated with a single religious organisation, the Churchyard is a well-loved community asset, regarded by many as being central to the character of the town centre. However, currently much of the Churchyard is overgrown, and in places no longer used as a graveyard. The yard is used for occasional secular cultural events, such as ‘Hitchcock Nights’ in summer 2015.

While consultation has suggested a desire for the Churchyard to remain relatively tranquil, there is significant capacity for more people to enjoy this space without losing its sense of peace. The Church’s singular ownership of the site could ease any future development.

### PROPERTY BASICS

<table>
<thead>
<tr>
<th>Key Information</th>
<th>Name of Tenants</th>
<th>Ownership and Configurations</th>
<th>Property Basics</th>
<th>Ownership and Configurations</th>
<th>Planning</th>
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<td>No Leasehold</td>
<td>No</td>
<td>Yes</td>
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</table>
OPPORTUNITIES

- Short- to medium-term: introduce 2 no. new gates to Churchyard with connecting pathways. 1 no. new gate to west of Churchyard, providing an entrance from Kirkdale Road. This entrance would provide the shortest possible access route from the Central Line station, and creates a link with the broad pavement of Kirkdale Road, which are targeted for market use in proposals elsewhere. 1 no. new gate to north of Churchyard, adjacent to Church Hall. This gate would allow access to the current marketplace, which should be broadened and improved under any development proposals for the Matalan site. However, access improvements to the Churchyard should not compromise its bucolic character.

OUTCOMES

• Improve access to green space.
• Encourage a wider public to enjoy one of Leytonstone’s key heritage assets.
• Enhance pedestrian connectivity between Central Line and Matalan site.
• Improve the Church’s capacity to hold outdoor events, e.g. concerts, performances, markets.

DELIVERY METHODOLOGY

1. Engage with Church membership and management.
2. Secure permission from Church.
3. Secure funding.
4. Procure design team.
5. Consult on designs.
6. Procure works.
7. Deliver works on site.

OUTLINE COSTS

£10,000-£20,000.

Medium-term: glaze side elevation of existing church Hall. Temporarily prop existing structure, demolish large aperture(s) in northern elevation of existing Church Hall. Form steel portal frame(s), insert folding glazed panels with laminated security glass.

OUTCOMES

• Improve overlooking of existing marketplace between Matalan and Church.
• Improve capacity of venue to hold widely engaging functions, improve visibility of community activities where appropriate.
• Encourage community ownership of public realm.
• Enable Church Hall functions to expand to the exterior.

DELIVERY METHODOLOGY

1. Engage with Church membership and management.
2. Secure permission from Church.
3. Secure funding.
4. Procure design team.
5. Complete structural survey.
6. Procure works.
7. Deliver works on site.

OUTLINE COSTS

£100,000.

Reverend David Britton

Reverend David Britton of St John’s Church

Rev Britton has been in Leytonstone for one year and has witnessed a drastic improvement in the local area but feels that there is still a long way to go. The reverend is keen for the church yard to open up to the public and be used in a positive way. The yard is already used for festivals and events, one of which was the Hitchcock screening which was extremely popular. The yard also has a nature trail and the reverend is keen for discussion about new thoroughfare and pathways to open up the area to the public. The reverend described the area as having a strong sense of community with a lot of young families moving to the area. Currently he is working on plans for building a new out building in the church yard and how to deal with the overgrown shrubbery and the trees have grown to a size which isolates the churchyard from the surrounding area. He is keen on opening up the space and energising it. One suggestion being brightly coloured railings. He is keen for more consultation to work together in making plans for the churchyard.

“The churchyard needs to adapt to meet its potential as a public space.”
The site is dominated by a clothing superstore with an extensive car park and recently constructed 5-storey apartment buildings to the rear. In its current configuration, poor use is made of central high street frontage, although smaller retail units inhabit the High Road side of the building.

A pedestrian through route divides the superstore from St. John’s Church. While this thoroughfare is home to occasional markets, the superstore’s ground level frontage does little to enhance the historic setting. In places, the pavement is constricted and awkward, while there is little animation to the side elevation of the superstore itself.

Although the site is well occupied, with negligible vacancy rates, it is in single ownership, which would facilitate future development. In addition, its close proximity to the Central Line underground station would add to the commercial viability of residential development. The Nexus Court development, on part of the original car park to the rear, as well as adjacent properties along the high street, establish a precedent for development beyond the existing two storeys.
OPPORTUNITIES

- Short- to medium-term: Extend existing market offer between Matalan and St John’s Churchyard to incorporate more stalls, a wider arts/crafts/food offer and music and events. Connect sites and draw pedestrians through to high street or tube via a different route.

OUTCOMES

- Animate the wider high street area.
- Enhance connectivity through Matalan, St John’s Churchyard and round to Central Line bus turnaround sites.
- Attract new visitors.
- Showcasing existing food businesses that are unique to the area.
- Encourage the development of relationships between businesses that can be mutually beneficial.
- Increase opportunities for local trade.
- Increase night time economy.

LEGACY

The extension of the market which currently runs next to Matalan will build on this existing activity to draw footfall through from the tube station to the high street. Longer term plans include a new retail and housing development on the site which will provide ground floor active frontages and open up this existing route through from Kirkdale Road to the High Road. The market and events programme will already have built this area as a destination for people to walk through and see interesting events and activities while they buy from small independent traders, and the longer term plans will cement this and provide a permanent space for the market and events to happen.

PRECEDES

- Acton Market
- Harringay Green Lanes Food Festival
- Lewisham Street Feast

“An idea changer in Lewisham.”
- British Street on Model Market Street Feast, Lewisham

DELIVERY METHODOLOGY

1. Define potential opportunities and submit funding bid
2. Secure permission from site holder
3. Procurement of partners and project plan
4. Identify appropriate sites and purchase new stalls
5. Submit licensing applications
6. Compile offer to users and promotion methods
7. Launch project to press, local community, occupants and businesses
8. Introductory offer to prospective users
9. Develop toolkit to outline the practical measures for high quality visual standards, customer service, increasing business sales and long term profitability
10. Ongoing facilitation of stalls, promotion of activities and events

OUTLINE COSTS

£25,000 capital spend + £25,000 annual project management. Estimated to be up and running in 3-6 months, and funded for one year for project management and promotion. Anticipated to be a sustainable model funded by traders beyond year 1.

POTENTIAL FUNDING SOURCES

- GLA High Streets Fund
- Power to Change Fund
- Big Lottery Awards for All Fund

POTENTIAL PARTNERS

- Urban Space Management
- Spacemakers

HARRINGAY GREEN LANES FOOD FESTIVAL

Hooksmith Press

Hooksmith press has been open in Leytonstone 1 year but Russell has been living in the area for the last 6 years. He operates what must be Leytonstone’s smallest shop. The shop operates mainly on the weekends. Russell explains that he is sensing a change in the local area however there is still a very long way to go. He describes how Leytonstone needs to get rid of the sense of being nowhere. He describes how the new efforts with events such as the Hitchcock night and car-free day are a step in the right direction however a lot of them need improving.

“I would love to see a curated outdoors market with adequate spatial provision and in a busy thoroughfare.”
SITE 10: MATALAN SUPERSTORE

OPPORTUNITIES

- Long-term mixed use incorporating superstore to ground floor, frontage to smaller retail units.

- Pull building line back from Church and redevelop Church Hall with glazed frontage to provide a wider thoroughfare for pedestrian through traffic and regular open-air market.

- Re-provide superstore commercial space to ground floor, with limited frontage to High Road Leytonstone elevation. Provide new, smaller retail units to High Road and south elevations to animate and overlook pedestrian thoroughfare. Provide limited covered car park to rear of site.

- Create green pedestrian plinth level to superstore roof, accessed via ramps to High Road, Kirkdale Road and southern lighthwells to provide natural daylight deep into ground floor commercial floorplan.

- 4 residential storeys above commercial plinth, top floor stepped back to minimise impact on High Road. ‘Notched’ typology to create terraces for outdoor amenity, bring natural daylight to internal corridors. Projecting balconies to rear courtyard created a well-overlooked public space.

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### Sheet 1

| Site No | Name/Address | Sqm of site | site area (ha) | useful area (ha) | Proposed density (dph) | Total dwellings | 1b2p (50sqm) | 2b3p / 2b4p (61-83sqm) | 3b4p / 3b5p (74-102sqm) | 4b5p - 4b6p (90-119sqm) | 5b7p-5b10p (112-155sqm) | total people housed | commercial | Proposed building height (storeys) | notes |
|---------|--------------|-------------|----------------|------------------|-----------------------|----------------|---------------|----------------------|---------------------------|------------------------|------------------------|---------------------|-----------------------------|-------|
| 10      | Matalan superstore | 7202        | 0.7202         | 125              | 90                    | 15             | 54            | 20                   | 1                         | 351                    | 3432                   | 1-5                 | 5b10p / 5b12p (112-155sqm) | 1-5   |
SITE 10: MATALAN SUPERSTORE

- Shared first-floor plinth level space
- Plinth access
- Smaller retail units to High Road & side elevations
- Kirkdale Road
- St. John's Church
- Wyken marketplace
- High Road
- Re-provide superstore
- ILLUSTRATIVE SOLUTION
### SITE 11: CHURCH LANE CAR PARK

<table>
<thead>
<tr>
<th>Property Basics</th>
<th>Ownership and Configurations</th>
<th>Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Key Information</strong></td>
<td><strong>Freehold Ownership (nos.)</strong></td>
<td><strong>Leasehold</strong></td>
</tr>
<tr>
<td>Car park (50+parking spaces)</td>
<td>N/A</td>
<td>1 freehold: London Underground Limited</td>
</tr>
</tbody>
</table>

### EXISTING

The existing car park constitutes poor use of land with superb public transport and cycle links. Just the other side of the railway lines, an additional TfL owned car park has already been identified by LBWF as a development opportunity site (SSA45), with residential and community uses sought.

The site is owned freehold and in its entirety by London Underground Limited, with no leaseholders. This fact, combined with its excellent public transport links, places this site near the top of our scoring matrix.

There is also a clear opportunity to create a more attractive urban environment on exiting the underground station, better framing the approach to Leytonstone’s existing residential streets. There is also an opportunity to better integrate the cycle route to create safer public realms.

The site comprises a strip of car parking adjacent to the railway lines, just to the south of the Central line underground station. Along the western edge of the site, a cycle bridge ramps down from the south, eventually joining the pavement at ground level to the north of the site.

To the north of the site, shops line Church Lane. Across Vernon Road to the east, and to the south along Harold Road, two storey Victorian terraced dwellings predominate.

To the southeast of the site, along Vernon Road, lies the George Tomlinson Primary School. At the southern end of the site, a new playground area has recently been constructed.
OPPORTUNITIES

- Guerilla gardening initiative - temporary green space, flower garden, orchard or planters.

PRECEDENTS

- Edible bus stop Lambeth
- Union Street Orchard

OUTCOMES

Working with local partners, stakeholders and private organisations this project could harness enthusiasm, reuse waste materials and create education and engagement opportunities through participatory planting. It will also increased green space in the area and significantly improve the public realm environment, which will increase civic pride and footfall for businesses by providing the opportunity to linger.

LEGACY

The long term proposal suggests the opportunity for the building line to accommodate a wide pavement with growing activities. The short term proposal will generate interest and build participation and sustainability for the long term management of community green spaces, while also creating a nicer environment to be right now.

DELIVERY METHODOLOGY

1. Prepare project, management strategy and outline budget
2. Secure permissions from freeholder
3. Submit funding bid
4. Prepare community involvement strategy
5. Identify potential refuse materials
6. Prepare outline designs
7. Submit planning applications
8. Prepare contract/appoint contractor
9. Site set up and Launch event
10. Site management and ongoing promotion of activities

OUTLINE COSTS

£20,000 incorporating set up, professional fees, project and site management. Potential to be delivered within 4-5 months.

POTENTIAL FUNDING SOURCES

- GLA Pocket park fund
- Esme Fairbairn Food Strand
- Biffaward
- Big Lottery Awards for All

POTENTIAL PARTNERS

- Transition Leytonstone
- Wayward Plants
- Edible Bus Stop
- Local community garden

Church Lane Community Garden

Shannon

The Church Lane Community Garden was established in 2012 by local community group Transition Leytonstone on a site donated by Waltham Forest Council on a 10 year lease. The garden is open Wednesdays and Saturdays (reliant on volunteers), growing a range of edible and non-edible plants in raised beds and offering a range of activities like fruit pressing, mushroom identification, carpentry and pizza-making. The garden is popular with students and parents from the nearby primary school, and has seen a great increase in local interest in recent months; so much so that they are now actively looking to expand. New projects being considered are the adoption of Council-owned planting beds and edible street trees. The group would also love to create an open access garden.

“We’ve had a huge increase in volunteers over the past year, and are looking for opportunities to expand.”
OPPORTUNITIES
- Pop up live/workspace, studios or retail space. Potentially container or pre-fab construction which can be moved elsewhere once the site is needed for development.

OUTCOMES
Affordable live space connected to workspace provision will support startups and enterprises who often cannot afford to pay high rents while they establish themselves. Affordable workspace will enable job creation of self-employed local people, and those they progress to employ on a permanent or freelance basis as they grow.

Vibrant ground floor activity will attract new audiences and enhance the distinctiveness of this underused carpark area, improving footfall and increasing revenues for existing businesses.

LEGACY
The movable temporary structure will test viability and feasibility for future uses which are proposed in the longer term and include residential, retail and live-work spaces. It will market the forthcoming opportunity, potentially building a ready-tenant-base for the future development. The structure can be designed to move to other sites within the borough beyond the life of the site availability.

DELIVERY METHODOLOGY
1. Site survey for opportunities and cost assessment
2. Secure freeholder consent and lease agreement
3. Project outline and funding bid submission
4. Procurement of partners, professionals and operator, project planning
5. Project development and design process
6. Planning application submitted and contractors fitout
7. Branding, promotion and tenant recruitment
8. Fire risk and H&S assessments, induction process
9. Ongoing tenant, building and event management
10. Develop exit strategy to another suitable site

OUTLINE COSTS
£250,000-£1,000,000 capital spend. Professional, operator and project management fees subject to capital costs and business plan. Typically a minimum 6-12 month lead-in time required.

POTENTIAL FUNDING SOURCES
- GLA High Streets Fund
- Power To Change Funding
- Developer/operator partnership

“This scheme could solve the all-too-common problem that plagues many development sites which sit unused for years while complex regeneration plans are put together.”

- Sir Steve Bullock, mayor of Lewisham, on Ladywell Pop-up Village
### OPPORTUNITIES

- **Long-term mixed use terrace typology.**

  Building line allows wide pavements with planting, broad squares to north and south. Adjacency to Central Line station negates need for parking. Cycle bridge is brought to the east of the site, joins road earlier to avoid creating a poorly overlooked alley.

  Flats above shops to northern and southern ends of terrace, bringing animated frontages to new pedestrian squares.

  Two-storey 2-3 bed houses comprise the northern portion of the terrace. These face onto front courtyards, sheltered from the train line to the west.

  Two-storey 1b2p live/work units face a central courtyard, again sheltered from the train line, maintains healthy mix of residential and commercial use in town centre.

  Well-planted public square to south provides buffer between residences and play area.

### PROPOSED PLAN
SITE 11: CENTRAL LINE CAR PARK

Central Line
Harrington Road
Vernon Road
Church Lane
Cycle/footbridge to Grove Green Road
Cycle/community use with flats above
Café/community use with flats above
Live/work units (living space)
Live/work units (workspace)

ILLUSTRATIVE SOLUTION
SITE 12: STATION SQUARE

EXISTING

An open public square and bus turnaround sits just to the west of the Central Line underground station, spanning over the A12. While the public realm is generally in good repair and pavements are generous, there is relatively little activity.

A single (well-loved) news kiosk sits adjacent to the tube entrance. Bus stops sit at the outer edge of the square. Enclosed by the bus turnaround, a broad pedestrian square is separated from Grove Green Road by a deep planting bed. In the centre of the square sits a public artwork in the form of a round bench and “bus” sculpture in brick.

SITE ANALYSIS

As the broadest physical link across the M11 link road, the source of so much controversy in the 1990’s, the site is potentially of great symbolic significance. This is the only area to the west of the Central Line which is designated as part of the District Centre.

Consultation suggests that the underpass leading from the square to Church Road through the Tube station remains the most important pedestrian link between the west of the ward and the town centre on which it relies for its retail, civic and other amenities. Respondents from the Grove Green Road area indicated that they often find it necessary to use the underpass to pick up even the most basic necessities.

The site is wholly owned by TfL, effectively simplifying future development.
OPPORTUNITIES

- Long-term: Kiosk, planting and seating to central square.
  - Introduce a landmark kiosk to western limit of square, adjacent to existing planting bed. Subdivide into 2-3 micro-units, seek café, food sales uses licence forecourt to café unit for outdoor seating.
  - Construct raised planting beds with seating to perimeter (site is located on A12 overpass, thus any planting will need to be in raised beds). In contrast to the current central focus of the existing “bus” sculpture, encourage activity dispersed across the square.
  - TfL has recently begun exploring long-term opportunities to deck over major arterial routes in London, potentially including the A12 at Leytonstone where new public space and development platforms could be created. If TfL decides to progress the feasibility of these plans, the Council will ask TfL to provide further information on any proposals, for public consideration, alongside the recommendations of this report.

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### SITE 12: STATION SQUARE

<table>
<thead>
<tr>
<th>Site No</th>
<th>Name/Address</th>
<th>Sqm of site</th>
<th>site area (ha)</th>
<th>useful area (ha)</th>
<th>Proposed density (dph)</th>
<th>Total dwellings</th>
<th>1b2p / 50sqm</th>
<th>2b3p / 61-83sqm</th>
<th>3b4p / 74-102sqm</th>
<th>4b5p / 90-118sqm</th>
<th>5b7p-5b10p / 112-155sqm</th>
<th>total people housed</th>
<th>commercial</th>
<th>Proposed building height (storeys)</th>
<th>notes</th>
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