The site is one of the first to be encountered as car traffic enters the town centre from the Green Man roundabout. The site is in dominant ownership, with a single freehold over nos. 756-760. However, adjacent rights of way are in separate private freehold. Together with infill development adjacent to 754 High Road, redevelopment of this site could take the opportunity to create a better gateway to the town centre from the northern approach, as well as improving pedestrian access through to Henry Reynolds Gardens to the northeast.
**OPPORTUNITIES**

- Long-term: Mixed-use development incorporating 3 no. new ground floor retail units to High Road elevation with flats above, and a 3-storey terrace typology to Forest View.

  - Demolish existing two-storey commercial building, extend Forest View to meet High Road. Frame entrance with 4-storey flats above shops, building up against flank wall of 754 High Road. Rationalise John Drinkwater Close and Forest View into a single roadway.

  - Provide pedestrian pavement and street planting to existing tarmac pub forecourt and parking. Open gateway between existing gardens to John Drinkwater Close to provide pedestrian access to Henry Reynolds Gardens.

  - Create terrace of notched houses with roof terraces to prevent overshadowing of existing houses on Forest View.

---

**SITE 17: 756-760 HIGH ROAD**

| 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 |
|---------|----------------|-------------|----------------|------------------|------------------------|----------------|--------------|-----------------------|-------------------------|--------------------------|------------------------|------------------|-----------------------------|-------|
| 17      | 756-760 High Road | 777         | 0.0777         |                  | 232                    | 18             | 3            | 15                    |                         |                          |                         | 66               | 307            | 3-4                        |       |

**PROPOSED PLAN 1:500**

- Pedestrian public realm
- New vehicle route
- Green space
- Active commercial frontage
- Key connections
- Storey height

[Map of site with key features]
SITE 17: 756-760 HIGH ROAD

- Widen access/improve way-finding to Henry Reynolds Gardens
- Development to blank High Road flank wall
- Retail units to High Road frontage
- High Road
- Forest View
- O’Neills, P.J.
**SITE 18: BRITISH LEGION**

The site consists of a large hall once occupied by the Royal British Legion. The hall sits to the rear of a two-storey Victorian residential terrace on Grove Road, with entrances at either end of the terrace. To the west sit nos. 694a-698a High Road, a grade 2 listed terrace of four-storey Georgian town houses. To the south sits a 21st century housing development of semi-detached three-storey houses.

While it previously hosted community events and evening entertainments, the property passed into different (private) ownership ca. 10 years ago, and stands derelict. Portions of the roof are collapsed, while other areas are in need of serious repair.

**SITE ANALYSIS**

Although it falls just outside the boundary of the District Centre, it is easily accessed from the central parades of the High Road, and once provided a key civic and entertainment venue for the town centre.

While the long-term repairability of the existing structure could not be ascertained as part of this study, it is of significant bulk, suggesting that careful redevelopment of the site need not greatly further impact the surrounding context and neighbouring gardens.

The site’s single freehold ownership, long-term dereliction and lack of planning history suggest that the site could relatively swiftly be brought forward for development.

---

<table>
<thead>
<tr>
<th>Property Basics</th>
<th>Ownership and Configurations</th>
<th>Employment Context</th>
<th>Planning</th>
<th>Score (Total)</th>
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<td>Private Sector</td>
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<td>No</td>
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<th>Private Sector</th>
<th>Third Sector ownership</th>
<th>Ownership</th>
<th>Dominant / fragmented</th>
<th>Employment Land</th>
<th>Employment</th>
<th>Employment release per EUR</th>
<th>Planning History</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Freehold: Majid Ishaq and Naila Faquir of 22 St. Mary’s Avenue</td>
<td>No Leasethold</td>
<td>No</td>
<td>Yes</td>
<td>Single</td>
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<td>N/A</td>
<td>No</td>
<td>n/a</td>
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</tr>
</tbody>
</table>

---

The site consists of a large hall once occupied by the Royal British Legion. The hall sits to the rear of a two-storey Victorian residential terrace on Grove Road, with entrances at either end of the terrace. To the west sit nos. 694a-698a High Road, a grade 2 listed terrace of four-storey Georgian town houses. To the south sits a 21st century housing development of semi-detached three-storey houses.

While it previously hosted community events and evening entertainments, the property passed into different (private) ownership ca. 10 years ago, and stands derelict. Portions of the roof are collapsed, while other areas are in need of serious repair.
Medium-term: It was not possible to gain access to the site during the course of this study. Consultation with previous property owners (Royal British Legion) indicated that the property currently has serious water ingress issues. From internal inspection, it is clear that in some places, these are well beyond repair.

However, conditional on a survey of the existing structure, it may be viable to (minimally) re-fit and partition the interior of the existing hall to provide low-cost artist studios, pending longer-term re-development of the site. This would serve to test the demand for creative workspace in the town centre, which was strongly suggested during our consultation events.
OPPORTUNITIES

- Long-term: Residential development comprising five 1-2-storey houses, ranging from 1-3-bed. Curve/chamfer roofs in section to reduce impact on rear gardens to properties on Grove Road.

- Notched typology allows upper floors to face sideways, maintaining dual aspect while avoiding overlooking neighbouring gardens.

- Maintain and improve existing pedestrian access from Grove Road.

PROPOSED PLAN

| 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 |
|---------|--------------|-------------|----------------|-----------------|-----------------------|----------------|--------------|----------------------|----------------------|------------------------|----------------------|------------------|-----------------------------|-------|
| 18      | British Legion | 432         | 0.0432         | 116             | 5                     | 2               | 1            | 2                    | 2                    | 18                      | 2                    | 176   | 2                          | 1     |

Meeting density: 2 dph

Key:
- Access path
- Access to Grove Road
- Storey height
SITE 19: REAR of nos. 835-859 HIGH ROAD

The site lies to rear of one of the best-preserved contiguous three-storey Victorian shopping parades in the town centre, bookended by an ornate bank to the southern corner and the Walnut Tree pub to the north. An alleyway to the rear of this terrace connects Gainsborough Road with Kirkdale Road, and gives rear access to ground floor commercial units nos. 835-859 High Road.

To the northwest of the alleyway, a single-storey industrial building sits adjacent to two vacant lots. A parking lot and single-storey rear extension to the bank building sit adjacent to the southwestern entrance to the alleyway. Victorian terraced housing (two- and three-storey) and mid-century office buildings (three-storey) with rear gardens back onto the site from the northwest, southwest and northeast.

The conversion of houses on Gainsborough Road, just to the northeast of the site, to office use demonstrates an unfulfilled demand for workspace in this location. The overwhelming majority of the site is under-used or vacant, with the remainder given to inefficient, unsympathetic rear access to High Road commercial units.

The site sits just 400m from the tube station. While it is in multiple private ownership, its good location and relatively uncomplicated planning history place it near the top of our scoring matrix for development viability.

The site is zoned District Centre; Archaeological Priority Zone. No major change, extension or demolition is proposed.

EXISTING

SITE ANALYSIS
SITE 19: REAR of nos. 835-859 HIGH ROAD

**OPPORTUNITIES**

- Long-term: residential and live/work development to backland, flats above commercial unit to Kirkdale Road.

- Maintain pedestrian through-route between Kirkdale Road and Gainsborough Road. Two-storey live/work units to southeast of alleyway, rear access to High Road commercial units maintained between units to create well-overlooked pathway with clear delineation of ownership.

- Four-storey flats to corner of alley and Kirkdale Road, chamfered corner with commercial unit (suitable for café use) at ground floor level to demarcate entrance to pedestrian through route.

- Notched two-storey 'mews' houses to northwest of alley, curved/chamfered roofs to minimise impact on neighbouring gardens.

**BLOCK MODEL**

- 2-storey residential terraces
- Live/work units
- Retail/café with flats above

**PROPOSED PLAN**

**SITES & OPPORTUNITIES**

| 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 |
|---------|--------------|-------------|----------------|------------------|------------------------|-----------------|-----------------|----------------------|----------------------|-------------------------|----------------------|------------------|---------------------------------|-------|
| 19      | Rear of 835-859 High Road | 1803        | 0.1803         | 122              | 22                     | 15              | 7               | 65                   | 50                   | 2-4                     | 10 live/work units          |
### SITE 20: CARLTON ROAD CAR PARK

#### Property Basics

<table>
<thead>
<tr>
<th>Key Information</th>
<th>Name of Tenants</th>
<th>Ownership and Configurations</th>
<th>Employment context</th>
<th>Planning</th>
<th>Score (Total)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open space</td>
<td>N/A</td>
<td>Multiple ownership patterns: 1. The carpark LAND ADJOINING, 660 HIGH ROAD LEYTONSTONE, LONDON AND THE LAND LYING TO THE EAST OF HIGH ROAD LEYTONSTONE, LONDON 676-678 High Road: 1 LEASEHOLD AND 1 FREEHOLD OWNERSHIP; 2. BACKLAND OF 676-678 HIGH ROAD: 1 FREEHOLD; 3. THE NARROW STRIP OF LAND THAT JOINS ALYMER ROAD TO THE CAR PARK WITHIN THE SITE IS UNDER MULTIPLE OWNERSHIPS WITH 4 FREEHOLDS AND 2 LEASEHOLDS</td>
<td>Leaseholds: Multiple &lt;4&gt; Yes Single Dominant ownership N/A</td>
<td>Archeological Priority Zone No n/a No major change, extension or demolition</td>
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</table>

#### Ownership and Configurations

- **Freehold (Nos.)**: N/A
- **Leaseholds**: Multiple <4> Yes Single Dominant ownership N/A

#### Employment context

- **Public Sector Ownership**: No
- **Private Sector / Third Sector Ownership**: Yes
- **Multiple / Single Ownership**: Single
- **Dominant / Fragmented Ownership**: Dominant

#### Planning

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

---

### EXISTING

The site consists of a car park and adjacent lot with vehicle access from Carlton Road and limited vehicle access from Harvey Road.

The high street to the west of the site is composed primarily of three-storey Victorian buildings, with some more recent additions. Various rear extensions of two- and three-storeys back onto the site. Two-storey Victorian terraced houses back onto the site from Carlton Road to the east.

Access from the south is along the side of the Leytonstone Ex-Servicemen’s Club and the rear of Poundland; while access from the east is via a gap between Victorian terraced houses.

While the site sits just outside the boundary of the district centre as defined in the Local Plan, it enjoys a direct pedestrian link to the High Road, and is just 300m from the tube station. It is in dominant ownership, which would simplify future development.

The site is currently little used. The southern portion of the site appears to be minimally used as outdoor storage and overspill for a garage business. Given the restricted vehicle access and potential for engine noise to impact neighbour amenity, this appears to be a less than ideal land use in this location.

The northern portion of the site is ostensibly a private car park, which appears to be overgrown and little used.
**OPPORTUNITIES**

- Long-term residential development comprising two-storey terraced houses with internal courtyards and roof terraces.
- Maintain existing pedestrian access and through routes, rear access to nos. 660, 662 & 674 High Road. Create small shared public space at centre of development.

- Orient windows onto internal courtyards and roof terraces to avoid facing onto neighbouring windows. Stagger glazing to front elevations to avoid facing windows across pedestrian street.

---

**SITE 20: CARLTON ROAD CAR PARK**

<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 / 2b4p (61-83sqm)</th>
<th>3b4p / 3b5p (74-102sqm)</th>
<th>4b5p - 4b6p (90-119sqm)</th>
<th>5b7p-5b10p (112-155sqm)</th>
<th>total people housed</th>
<th>commercial</th>
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<td></td>
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<td>8</td>
<td>2</td>
<td>42</td>
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</table>

**PROPOSED PLAN**

**BLOCK MODEL**
SITE 21: HARVEY GARDENS

EXISTING

The site consists of a privately owned car park to the south of Harvey Road, and just to the east of the High Road. The car park is inefficiently laid out, and appears to be little used. It is accessed via a gap in the terrace of two-storey houses which line Harvey Road, and backs onto gardens serving further Victorian terraced housing on Barclay Road. To the west, it adjoins a single-storey light industrial building attached to Harvey House (Council offices).

SITE ANALYSIS

In its current form, the site is inefficiently laid out and sparingly used for car parking, while the entrance creates a significant disruption to the rhythm of the residential terrace. Just off a central stretch of the High Road, it enjoys superb transport links. While the freehold and leasehold are separately (privately) held, there is a dominant freeholder, which should help to expedite future development.
OPPORTUNITIES

- Long-term residential development: 3-storey house to Harvey Gardens elevation with set-back to top storey to align with eaves of adjoining terrace.

- Three 1-2-storey houses to rear of site flanking pedestrian access. Roofs curved/chamfered in section to minimise impact on neighbouring gardens. Glazing to be oriented sideways or onto access route to avoid overlooking neighbouring properties and create natural surveillance of the new route.

PROPOSED PLAN

- 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
- 21 | Harvey Gardens | 433 | 0.0433 | 92 | 4 | 4 | 20 | 2

SITE 21: HARVEY GARDENS
EXISTING

The site consists of a yard and single-storey light industrial building to the rear of a pair of three-storey Victorian High Road properties. These house a white goods shop and a butchers’ respectively. The yard, currently accessed via a side entrance on Harrington Road, also appears to give rear access to ground and upper storey units on the High Road.

Along the western edge of the site, a narrow pedestrian passageway leads towards the Iceland car park, and separates the site from the back gardens of two-storey Victorian terraced houses on Harrington Road. The rear aspect of the adjacent High Road properties to the north is marked by miscellaneous development, including various single-storey extensions and annexes.

SITE ANALYSIS

The site appears to be currently in use for light-intensity commercial/industrial use. The existing informally arranged structures on the site suggest that development could take place with minimal additional impact on surrounding properties.

Harrington Road is a key pedestrian route between the Central Line station and the High Road, passing the sizeable George Tomlinson Primary School on the way. There is also an opportunity to improve the transition between the High Road and the Victorian residential terrace of Harrington Road, which is currently marked by an unattractive view of temporary shelters and outdoor storage.

The site is in single private freehold ownership together with the white goods shop at 757 High Road.

<table>
<thead>
<tr>
<th>Property Basics</th>
<th>Ownership and Configurations</th>
<th>Employment context</th>
<th>Planning</th>
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</thead>
<tbody>
<tr>
<td>Key Information</td>
<td>Ownership (nos.)</td>
<td>Leaseholds</td>
<td>Public Sector ownership</td>
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SITE 22: REAR of nos. 757-763 HIGH ROAD
SITE 22: REAR of nos. 757-763 HIGH ROAD

Long-term residential development comprising 2 no. semi-detached 2-bed houses with rear gardens. Orient windows to front and west side to overlook street and side alley. Align building line with existing garden wall to 757 High Road, rear walls of houses to align with property boundary between 757/759.

<table>
<thead>
<tr>
<th>Site No</th>
<th>Name/Address</th>
<th>Sqm of site</th>
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<th>useful area (ha)</th>
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<th>Total dwellings</th>
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<th>2b3p / 2b4p (61-83sqm)</th>
<th>3b4p / 3b5p (74-102sqm)</th>
<th>4b5p - 4b6p (90-119sqm)</th>
<th>5b7p-5b10p (112-155sqm)</th>
<th>total people housed</th>
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</table>

OPPORTUNITIES

- Long-term residential development comprising 2 no. semi-detached 2-bed houses with rear gardens. Orient windows to front and west side to overlook street and side alley. Align building line with existing garden wall to 757 High Road, rear walls of houses to align with property boundary between 757/759.
**SITE 23: HARRINGTON ROAD GARAGES**

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<th>Property Basics</th>
<th>Ownership and Configurations</th>
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<td><strong>Private Sector / Third Sector Ownership</strong></td>
<td><strong>Ownership - dominant / fragmented</strong></td>
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</table>

**EXISTING**

The site consists of ca. 30 garages flanking an access alley to the rear of the High Road, accessed from the north via Harrington Road. The site also incorporates a narrow access alley running between the garages and High Road properties which gives access to ground floor commercial units and upstairs flats.

To the west, the site abuts the grounds of the George Tomlinson Primary School, and to the south the rear gardens of terraced houses on Vernon Road.

Site Analysis

As with Site 19 (rear of 757-763 High Road), this site represents an opportunity to improve the transition between the High Road and Harrington Road on a key pedestrian route through the town centre.

The existing garage site and adjacent alley appear to be used for outdoor storage and fly tipping, and is congested by outdoor parking. There is opportunity here for development to improve access to High Road flats by creating a better overlooked route.
OPPORTUNITIES

- Long-term residential development: Fourteen 1-bed houses on the site of existing garages. Flanking central pedestrian access route. Eliminate existing alleyway to rear of High Road properties, provide access via gated passages between new houses.

- Glazing to new houses to be oriented to front (new pedestrian street) and side to avoid overlooking rear of High Road properties and adjacent primary school.

| Site No | Name/Address           | Sqm of site | site area (ha) | useful area (ha) | Proposed density (dph) | Total dwellings | 1b2p / 50sqm (ha) | 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 |
|---------|------------------------|-------------|----------------|------------------|-----------------------|-----------------|------------------|--------------------------|--------------------------|--------------------------|---------------------------|------------------|-------------------------------|-------|
| 23      | Harrington Rd. garages | 944         | 0.0944         |                  | 95                    | 9               | 9                |                          |                          |                          |                           | 36               | 2                             |       |

PROPOSED PLAN 1:500

Key

- New residential access
- Access from Harrington Rd.
- Gated rear access to High Rd. properties
- Storey height

Site 23: Harrington Road Garages
The site consists of two adjacent Victorian terraced properties on the High Road at the corner of Michael Road. The ground floor, forecourts and backyard are currently in use for the sale and repair of cars, while the first floor and dormer extensions appear to remain in residential use.

To the south, the site is neighboured by two Victorian 2-3 storey townhouses. The other side of these townhouses, a planning application has been submitted to erect a 4-5 storey apartment building on the site of an existing mock-Tudor furniture emporium. To the rear, the site backs onto the flank wall of two-storey Victorian terraced houses on Michael Road.

Development in this location has the potential to improve the visual quality of the transition between the town centre and South Leytonstone, as well as shaping an attractive entrance to Michael Road.

The site is under single private freehold ownership. While further From the Underground and Overground stations than many of the sites considered as part of this study, it still enjoys excellent public transport links.

The existing use of the site sees the forecourt and side elevation cluttered by parked cars at all times. The existing houses have been substantially altered to accommodate garage use and low quality dormer extensions, which are in visibly poor repair.

The use does not have a positive impact on the High Road, and offers very low density of residential accommodation and economic activity. Consultation suggests that the business is reminiscent of the High Road’s former status as an important traffic through route prior to the completion of the M11 link road. The character of this block is likely to change significantly over the coming years, with a planning application already in place for nos. 588-590 High Road and the Methodist Church exploring development options.

Development in this location has the potential to improve the visual quality of the transition between the town centre and South Leytonstone, as well as shaping an attractive entrance to Michael Road.

The site is under single private freehold ownership. While further From the Underground and Overground stations than many of the sites considered as part of this study, it still enjoys excellent public transport links.
SITE 24: 596-598 HIGH ROAD

**OPPORTUNITIES**

- Long-term residential-led mixed use development, comprising a 4-storey apartment block to front of site with 4 no. townhouses to rear. Retail unit to ground floor of apartment block set-back to 4th floor to maintain proportion with nos. 592-594 High Road. 3 no. 3-storey townhouses to rear, 2-storey townhouse to flank of existing terrace on Michael Road with rear gardens. Align building line with Michael Road terrace, nos. 592-594 High Road.

**PROPOSED PLAN 1:500**

**BLOCK MODEL**
**SITE 25: METHODIST CHURCH**

### Property Basics

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<thead>
<tr>
<th>Key Information</th>
<th>Name of Tenants</th>
<th>Freehold Ownership (Nos.)</th>
<th>Leaseholds</th>
<th>Public Sector Ownership</th>
<th>Private Sector / Third Sector Ownership</th>
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<th>Employment context</th>
<th>Employment Land</th>
<th>Potential for employment release per ELR</th>
<th>Planning History</th>
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<tbody>
<tr>
<td>1 storey complex, easy access for pedestrians and light vehicles (10 parking spaces)</td>
<td>Leytonstone High Road Methodist Church</td>
<td>No Freehold, Trustees for Methodist Church Purposes of Central Buildings, Oldham Street, Manchester</td>
<td>No Leasehold</td>
<td>No</td>
<td>Yes</td>
<td>Single</td>
<td>Dominant ownership</td>
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</table>

### SITE ANALYSIS

The Methodist Church Leytonstone is a complex comprising a mixture of historic structures, late 20th-century additions and extensive community spaces. A 19th century Italianate church was replaced by a smaller church and the expansive Lister Hall in the 1970's. However, historic structures remain to the rear of the site, housing church offices and a nursery. The entire complex is set back from the High Road and Lister Road with a partially planted forecourt and a number of car parking spaces.

The Church has a large congregation, which it often struggles to accommodate in the existing structure. Lister Hall is used for a wide variety of community events, including those on behalf of other faith groups and a regular vintage market.

To the north and east, the site backs onto the rear gardens of neighbouring terraced houses. To the north, a two-storey mock-Tudor building currently houses a furniture emporium. However, a planning application has been submitted to demolish the existing and erect a 2-4 storey apartment building on the site.

The existing church is not meeting the current needs of its congregation, and makes little positive contribution to the High Road frontage. Nonetheless, it hosts a diverse and vital range of civic functions. Other Methodist churches facing similar challenges have cross-funded new Church facilities through residential development on part of the site. Holistic redevelopment of the site could improve the way that the Church addresses the High Road and improve the quality of community spaces.

In recognition of the site’s unrealised potential, the Church have already approached other designers to prepare a feasibility study for redevelopment of portions of the site. With this in mind, no proposals for the site are included in this document, but site analysis is included to provide reference and context.