

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA060218-2858

15 March 2018

Dear [REDACTED]

Thank you for your request for information which the GLA received on 5 February 2018. Your request has been dealt with under the Environment Information Regulations 2004.

You asked for information relating to the possibility of reconfiguring Euston Square Gardens as referenced at 2.1.66 of the London Plan. Our response to your request is as follows;

1. *Where, how, and from whom this idea originated;*
2. *Who has expressed support for it; and*

The possibility of reconfiguring Euston Square Gardens was highlighted in the London Plan (July 2011) which identified Euston as an Opportunity Area for significant change and growth potential. In Annexe 1 on page 265, the Plan stated:

'Euston is a major national and commuter rail terminal possessing good bus and underground links to the rest of the Central Activities Zone. The station airspace and adjacent areas are underused and have potential for intensification. There is scope to re-configure Euston Square Gardens and the bus station to enhance this space and the transport interchange and also to develop the relationship with the adjacent university quarter.'

The possibility of 'reconfiguring' the Gardens wasn't based on any specific plans or proposals but based simply at looking at the local area in general and highlighting potential opportunities to improve the layout and design of the space and how the buses could operate around it.

This principle was carried through into the Euston Area Plan adopted in January 2015 as demonstrated by the following extract:

'Reinstating and improving Euston Square Gardens: Euston Square Gardens could be improved to provide an enhanced entrance to Euston Station, and reinforce its role as an important green space and its status as a historic London Square. This should include reference to the original plan and layout of the Gardens. The gardens should be retained and improved, however if HS2 requires their use to enable construction of the HS2 project

they should be fully reinstated following completion. The following measures to improve the gardens will be supported:

- *Significantly improved landscaping, creating a more attractive place for users and mitigating noise from Euston Road through effective planting based on the historic layout*
- *Enhanced connectivity through the gardens*
- *Improving legibility to nearby destinations, including through effective wayfinding*
- *Enhancing its setting thorough redevelopment (or reconfiguration) of buildings to the northern edge of the square to provide an improved, more animated frontage (see Euston Station key design principles at section 4.1)*
- *Encouraging the use of the square for events and performances*

The currently adopted London Plan (March 2016) similarly mentions possibility of re-configuring the Gardens as does the recently published new Draft London Plan (December 2017), see extract below from the latter document on page 53:

‘Euston is a major national and commuter rail terminal with good public transport links to the rest of the CAZ. The existing mainline station is outdated, the local environment has areas of poor quality, and the overstation airspace and adjacent areas are underused. There is significant potential for intensification and an opportunity to comprehensively transform Euston and the immediate area into a world-class transport interchange and new residential and business district. Scope exists to reconfigure Euston Square Gardens and the bus station to enhance this space and improve transport facilities and to also complement the expanding knowledge quarter. This should support the area’s strengths in the Life Sciences and Tech industries. The ‘Euston Area Plan’ produced by the GLA, working with Transport for London and Camden Council was adopted in 2015.

HS2 has now received Royal Assent and options for the potential redevelopment of the existing station have come forward in addition to proposals for a Crossrail 2 interchange. This could greatly assist in improving interchange capacity in the longer term. Working with the station operators, the GLA and Camden Council, the Department for Transport is seeking to pool the various land interests and secure a development partner to assist in delivering a comprehensive redevelopment at Euston. A planning brief for the area around Euston Station is currently being produced.’

As work progresses in relation to the Euston opportunity, the issues referred to in these policy documents will be explored further.

3. *Any emails held by the GLA containing (whether in upper or lower case letters or a mix thereof) both (i) either the letter string “reorient” or “reconfigur”; and (ii) either the letter string “Euston Square Garden” or “ESG”.*

Please find attached the information we have identified as being within the scope of your request.

Please note:

- 20170415_1453_1 Attachment 1; this was an internal workshop to consider how to respond to HS2’s latest master planning proposals in Camden’s Planning Brief work, therefore the consultant’s images (SEW) shown all respond to HS2’s consultants, (Wilkinson Eyre’s)

proposal to reorientate Euston Square Gardens. Further work on the Planning Brief did not show this concept as it was still an idea, and LB Camden:

- wasn't convinced of the benefits;
- was cognisant of;
 - the protected London Square status;
 - the Euston Area Plan and,
 - community priorities which came out at the Camden run March 2017 Planning Brief workshop, Camden's Planning Brief principles should not reference this proposal.

If you have any further questions relating to this matter, please contact me, quoting the reference MGLA060218-2858.

Yours sincerely

Paul Robinson
Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>