

**Hounslow Local Plan 2020-2041**

**Statement of Common Ground**

**between**

**London Borough of Hounslow**

**and**

**Transport for London**

**And**

**Network Rail**

**January 2026**

**V1**

## 1. Introduction

- 1.1. This Statement of Common Ground has been prepared between the London Borough of Hounslow (LBH) and Transport for London (TfL) and Network Rail. It seeks to inform the independent examination of the Hounslow Local Plan 2020-2041, and will be submitted to the Planning Inspectors ahead of the hearings.
- 1.2. It sets out the parties' agreed positions in relation to the Matter: Transport, Communications and Connectivity, Question 2 of the Inspectors' Matters, Issues and Questions (MIQs), which can be found from the following link: [IN03 – Inspectors' Matters, Issues and Questions for Stage 1 Hearings \(21 November 2025\)](#). Specifically, it sets out the parties' agreed positions in relation to Gunnersbury Station improvements, Brentford to Southall rail link including Golden Mile Station and Kew Bridge Station improvements. It is considered that LBH, Network Rail and TfL are important stakeholders in the delivery of the schemes.
- 1.3. Before the previous Local Plan was withdrawn, a Statement of Common Ground between TfL, Network Rail and LBH was signed and submitted to the Inspectors at the time of the previous Local Plan examination hearings in November 2021. This 2025 Statement expands upon previous cooperative working in so far as illustrating the ongoing collaboration between TfL, Network Rail and LBH in strengthening the evidence base that justifies and informs the relevant transport infrastructure projects.

## 2. Background

- 2.1. The Hounslow Local Plan states that LBH will work with partners to secure investments to existing and future strategic transport connections, including to London Underground, rail, London Overground, bus, walking and cycling and highway services. These enhancements are a key component of the Transport and Connectivity policies in the Local Plan 2020-2041.
- 2.2. The projects where TfL, Network Rail and LBH will need to collaborate are:
  - [Gunnersbury improvements](#) – Improvements to station capacity, accessibility and customer experience.
  - [Golden Mile Station and Rail link](#) - Southall Rail Link Shuttle Rail Link running between Southall and Brentford with a new station (Golden Mile Station).
  - [Kew Bridge Station improvements](#) - Improvements to station capacity, accessibility and customer experience.
- 2.3. Both Network Rail and TfL have been consulted at numerous stages of the Plan making process. In October 2024 both were consulted as part of the Regulation 19 consultation. Network Rail stated their explicit support for numerous policies in the Plan, including the Spatial Strategy, P1, P1(a), P1(c) EC1 and EC2, whilst TfL also welcomed numerous elements, including giving *“broad support for public transport and active travel improvements”*
- 2.4. Extensive prior work has sought to ascertain the feasibility of the new service between Southall and Brentford and new Golden Mile Station. A GRIP 2 feasibility study and business case was completed in 2016 that concluded that the link had a 'high' value for money with an expected benefit to cost ratio of 3.0:1 using the Department for Transport's assessment approach. This was followed up by a detailed optioneering report (GRIP 3) in 2019. The report made

recommendations as to the single ‘preferred’ design option for the infrastructure required to realise this service. LBH is now continuing to investigate potential funding options. These include contributions from developers, contributions in the form of grants from Government bodies, borrowing (from public or private sectors) repaid by increased business income.

- 2.5 The Access for All (AfA) programme was launched in 2006 to address the issues faced by disabled passengers and passengers facing mobility restraints when using railway stations in England, Scotland and Wales. In May 2024 it was announced by the DfT that both Gunnersbury Station and Kew Bridge Station would receive Access for All (AfA) funding to implement station improvements including step-free access.
- 2.6. The initial funding was to undertake feasibility studies to determine the deliverability of AfA and further funding will be required to implement AfA in full. On 15 January 2026, it was announced that Gunnersbury and Kew Bridge stations had been selected for further AfA funding to take the schemes to detailed design. No issues have risen to demonstrate that AfA could not be fully implemented at Kew Bridge Station, once further funding is provided.

### 3. Statement

- 3.1. It is noted that the Inspector requires reassurances on the likelihood of delivery of the projects within the plan period, the likely sources of funding and timescales.
- 3.2. All parties agree that Gunnersbury improvements, Brentford to Southall rail link including Golden Mile Station and Kew Bridge Station improvements are important transport infrastructure projects which is reiterated by their inclusion in the Hounslow Transport Strategy 2025 and/or the Hounslow Local Plan 2020-2041.
- 3.3. Through the Hounslow Local Plan, particularly Chapter 10 Enhancing Connectivity, LBH support and promote the delivery of the projects outlined in Paragraph 3.1 above. Policy EC1 of the Local Plan states that *“We will work with partners to secure investments to existing and future strategic transport connections, including to London Underground, rail, London Overground, bus, pedestrian and cycle and highway services. These enhancements will maximise the borough’s regeneration potential and support growth whilst also helping achieve our environmental objectives including tackling climate change and air quality as well as improving public health in our communities.”*
- 3.4. TfL and Network Rail recognise and support LBH in their aspirations to deliver the projects outlined in Table 1 below.
- 3.5. All parties agree that the aspirational delivery timescales of each scheme in Table 1 below are all within the plan period, subject to confirmation of funding for further scheme development and delivery.
- 3.6. All parties agree to collaborate and work together where necessary to promote the projects listed in Table 1 and encourage their delivery.
- 3.7. All parties agree with the potential funding contributors as listed below in Table 1, as well as by other means if further feasibility work identifies other sources. Where needed, detailed work to identify further potential funding sources and the practical steps required to secure them is underway. The funding could also come from any


specific government or London-wide funding programmes such as Housing Infrastructure Fund or any new funding source that emerges.

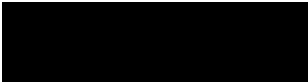
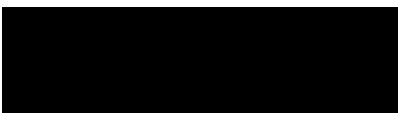
**Table 1.**

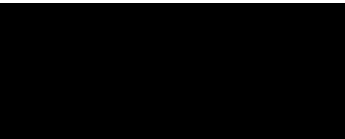
<b>Planned Transport Project</b>	<b>Funding Source</b>	<b>Timescales</b>
Gunnersbury improvements	Developer contributions (Strategic CIL) Access for All funding	Ongoing
Golden Mile Station	Central government funding, DfT, TfL/GLA, LIP	5-15 years
Brentford to Southall Rail Link	Central government funding, DfT, TfL/GLA, LIP	5-15 years
Kew Bridge Station improvements	Developer contributions (Strategic CIL) LB Hounslow, TfL Train Operating Companies Access for All funding	Ongoing

**4. Signed confirmation**

4.1 The contents of this Statement of Common Ground are agreed for the purposes of the examination of the Hounslow Local Plan 2020-2041.

<b>Signed on behalf of LB Hounslow</b>		
<b>Name and position</b>	<b>Signature</b>	<b>Date</b>
Vincent Lacovara, Director of Planning and Buildings		ary 2026

<b>Signed on behalf of Transport for London</b>		
<b>Name and position</b>	<b>Signature</b>	<b>Date</b>
Josephine Vos Manager, London Plan & Planning Obligations team, City Planning 		14 January 26

<b>Signed on behalf of Network Rail Infrastructure Limited</b>		
<b>Name and position</b>	<b>Signature</b>	<b>Date</b>
Craig Hatton Senior Town Planner Network Rail		21 January 2026