



Kingston Local Plan

**Statement of Common Ground between
The Royal Borough of Kingston upon Thames
and London Borough of Richmond upon Thames**

August 2026



THE ROYAL BOROUGH OF
KINGSTON
UPON THAMES

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1. Introduction

- 1.1. A Statement of Common Ground (SoCG) is a documented record of the progress made by strategic policy-making authorities in addressing cross-boundary matters during the planning process. This SoCG has been created to show that Kingston's draft Local Plan is built on effective collaborative efforts regarding cross-boundary strategic issues, aligning with the requirements of paragraph 27 of the National Planning Policy Framework (NPPF) and the Planning Practice Guidance chapter on Maintaining Effective Cooperation.
- 1.2. This Statement of Common Ground addresses key strategic matters between the two signatories, the Royal Borough of Kingston upon Thames (RBK) and the London Borough of Richmond upon Thames (LBRT), as relevant to the preparation of the Kingston Draft Local Plan and its progression to public Examination.
- 1.3. Strategic matters overseen by other organisations will be addressed in other SoCGs, in order to streamline the process of reaching agreements with each party.
- 1.4. This SoCG concentrates on the strategic cross-boundary issues being tackled and the progress made in cooperative efforts to address them.
- 1.5. In the context of London, most strategic issues that extend beyond borough boundaries, such as housing targets and major growth areas, are primarily addressed by the London Plan. London Boroughs are working to implement the policies in the London Plan. Some of these policies are particularly relevant to this SoCG and are summarized in the key strategic matters below.
- 1.6. The document is intended to be 'live', updated as circumstances change. Please see the Governance Arrangements section of the statement for more details.

Background

- 1.7. Kingston Council prepared the Submission Draft Local Plan and will publish it for consultation between 29th June and 24th August 2026. This is the version of the plan that the Council considers to be 'legally compliant' and 'sound' and will be submitted to the Planning Inspectorate for examination in December 2026.
- 1.8. To date, Kingston Council has consulted on:
 - 1.8.1. Early engagement on the draft Local Plan (Regulation 18) between May and July 2019
 - 1.8.2. Further engagement on the draft Local Plan (Regulation 18) between July and September 2021
 - 1.8.3. A First Draft Local Plan (Regulation 18) between November 2022 and February 2023.
- 1.9. The Council will consult on a Draft Local Plan (Regulation 19) between July and September 2026.

- 1.10. LBRuT anticipate responding to Kingston's next consultation on the Draft Local Plan. While at the time of writing regard has been had to previous consultation responses between the authorities, there may be further comments on the strategic and cross-boundary issues to record in a future update of this document, in line with the Governance Arrangements section.

2. Strategic Geography

- 2.1. This section sets out the factual position regarding cross boundary matters.
- 2.2. The Royal Borough of Kingston upon Thames is a London borough and, together with the other 31 boroughs and the City of London Corporation, sits within the regional governance of the Greater London Authority. Kingston is bordered by the London Boroughs of Richmond upon Thames, Wandsworth, Merton, and Sutton. In addition, Kingston shares its boundaries with the Surrey borough councils of Elmbridge, Epsom & Ewell, and Mole Valley which are also covered by Surrey County Council - the borough councils are responsible for planning, and the county council is responsible for strategic functions and services such as transport and education. Local Government reorganisation is underway and due to create new unitary authority of East Surrey from April 2027 to replace these councils.
- 2.3. The area shown in Figure 1 has been identified as the strategic planning area for the purposes of this SoCG. These boroughs represent key cooperative partners and contain areas most likely to be directly affected by the policies set out in the Kingston Local Plan.

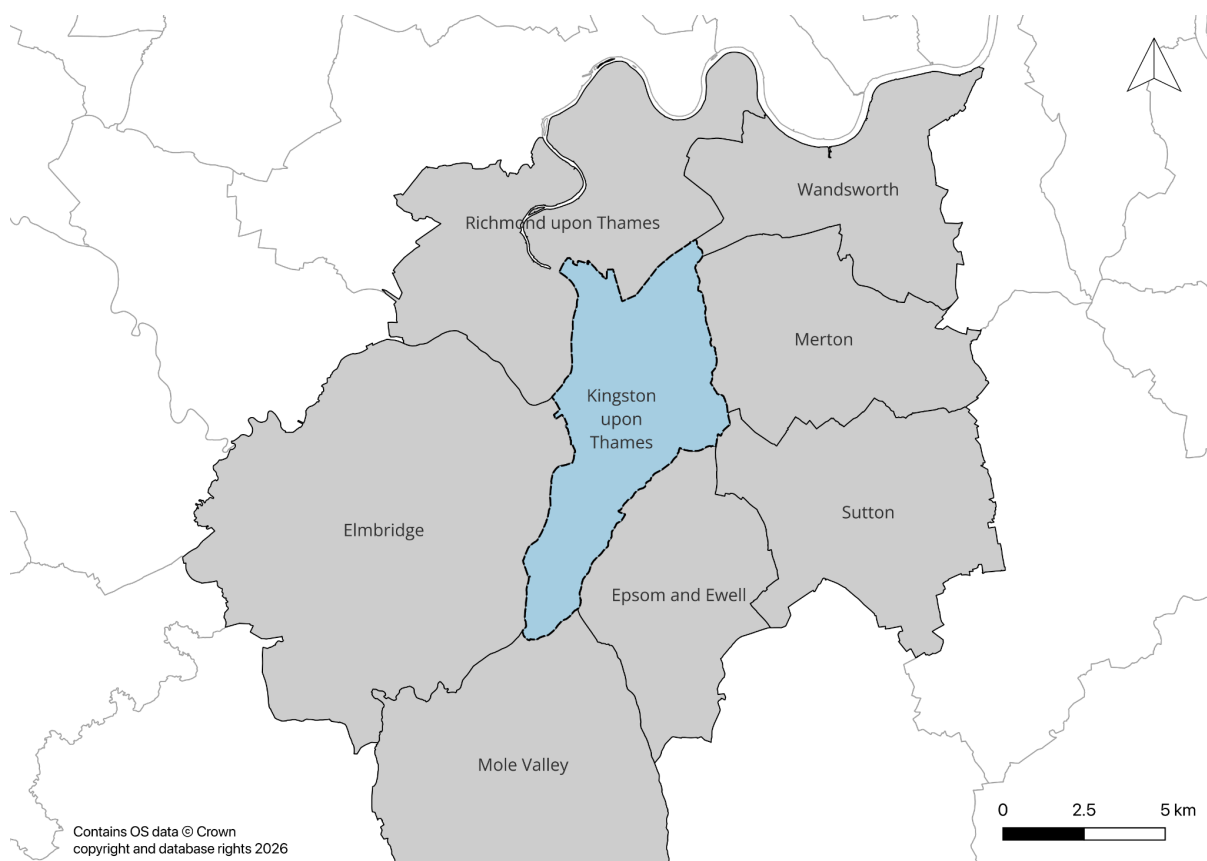


Figure 1: Map of Kingston in relation to its neighbouring authorities

3. Strategic Matters

- 3.1. Kingston's new Local Plan seeks to address a number of key strategic matters. Each is considered in turn. The SoCG identifies where there are specific areas of joint working or cooperation. The parties agree to work together through several actions, which are detailed as records of agreement. Where relevant, this SoCG also highlights where agreement on key strategic matters have not, as yet, been reached.
- 3.2. Both parties will continue to communicate in a collaborative manner and engage with each other through 1-2-1 meetings, telephone and email correspondence and statutory consultation exercises. There is also broad collaborative working as part of the South London Partnership, which along with Croydon, Merton and Sutton, focuses on shaping sustainable growth across the sub-region.

Meeting identified housing needs within the borough and wider unmet housing needs

- 3.3. Kingston's identified housing land supply falls significantly short of the total homes required through 2043. With a current five-year housing land supply of only 1.48 years, the Council faces an acute delivery challenge.
- 3.4. Whilst Greater London is considered to be the strategic housing market area for the purposes of the London Plan and its SHLAA, the more detailed assessment at a local level identifies five sub-regional areas (North, East, West, South and Central). Kingston is identified within the South area along with immediate neighbours, Merton, Wandsworth, Richmond and Sutton.
- 3.5. In April 2026, RBK approached its neighbouring authorities seeking clarification on whether neighbouring authorities could assist in accommodating Kingston's unmet development needs, including housing delivery. Richmond has confirmed that it has no spare capacity to help meet this unmet need.

Meeting identified employment land needs within the borough and wider unmet needs

- 3.6. Kingston's Employment Land Review (ELR) 2021 identifies a requirement to plan for 59,050 sq.m of new employment floorspace up to 2041. However, when comparing our estimated demand against all currently identified supply (including potential intensification of existing sites), the ELR identifies a significant overall shortfall of up to 67,270 sq.m. Specifically, there is an acute shortfall of 44,400 sq.m for office space, alongside insufficient supply to meet our industrial and light industrial requirements.
- 3.7. In April 2026, RBK approached its neighbouring authorities seeking clarification on whether neighbouring authorities could assist in accommodating Kingston's unmet development needs, including employment lands needs.

- 3.8. LBRuT's Employment Land & Premises Needs Assessment (2021, updated 2023) identified the need to accommodate growth of 60,000 sqm industrial floorspace, but recognises there are few options to address this deficit. For office floorspace, there is a shortfall of approximately 23,000 sqm and the Local Plan takes a stringent approach to resist losses, with a no net loss approach. The borough lacks sites for the development of significant new employment space and the evidence base recognised the challenges in the ability to deliver intensification of existing sites given that existing employment areas are typically small-scale and are constrained by neighbouring uses including residential.
- 3.9. The focus of Richmond's Local Plan (2025) is therefore protecting and strengthening the local economy by retaining and attracting investment across existing and emerging sectors. LBRuT are therefore not currently in a position to help accommodate any of Kingston's unmet development needs for employment.

Meeting the identified need for Gypsy and Traveller accommodation within the borough and wider unmet needs

- 3.10. The 2025 London Gypsy and Traveller Accommodation Needs Assessment (GTANA) identifies a requirement for 52 additional permanent pitches (2022–2032) and 100 residential units to address overcrowding for those currently in 'bricks and mortar' housing. Despite conducting site assessments of council-owned land and a Green Belt Review, the Council is still struggling to meet its need in the first 10 years of the New Local Plan.
- 3.11. RBK is continuing to investigate all reasonable opportunities to meet identified needs within the borough boundary, including through site allocations, optimisation of existing provision, and engagement with landowners and development partners.
- 3.12. Gypsy and Traveller accommodation is a strategic cross-boundary matter requiring ongoing cooperation. The boroughs will continue to engage constructively and actively through the preparation of their respective Local Plans, including through the exchange of evidence and updates relating to accommodation needs, site delivery, and any emerging opportunities for collaboration.
- 3.13. In April 2026, RBK approached its neighbouring authorities seeking clarification on whether neighbouring authorities could assist in accommodating Kingston's unmet development needs, including gypsy and traveller accommodation needs.
- 3.14. LBRuT's latest research on Gypsies and Travellers in 2023 suggested that there is no demonstrated need for additional pitches; although there is a need to protect the existing site in Hampton which is set out in the Local Plan (2025).
- 3.15. LBRuT are similarly reviewing the implications of the 2025 London Gypsy and Traveller Accommodation Needs Assessment (GTANA), including the GLA's figures for London Accommodation needs 2022/23 to 2031/32, and how this is taken forward in the review of the London Plan.

- 3.16. LBRuT has advised that while they do not currently need to provide any additional pitches, existing sites need to be protected and with a similarly constrained context for meeting the needs of Gypsies and Travellers, is unable to assist Kingston with meeting the accommodation needs of Gypsies and Travellers.

Green Belt & Metropolitan Open Land

- 3.17. There are three parcels of Metropolitan Open Land located adjacent to the boundary between both boroughs. The Government introduced fundamental changes to Green Belt policy in the current NPPF. It is probable that both boroughs will face pressure to review open land designations to meet housing need. Both boroughs have faced development pressure on MOL.
- 3.18. Kingston and Richmond will continue to keep under review opportunities to address the strategic, cross-boundary issues of protecting MOL and Green Belt.

Infrastructure

- 3.19. RBK has produced an updated Infrastructure Delivery Plan (IDP) which identifies the key physical, social, and green infrastructure required to support the borough's projected population and housing growth over the plan period. The IDP specifies the locations for these projects, alongside delivery timescales and funding mechanisms (such as section 106 agreements and CIL) to ensure a coordinated and viable development process. As a 'live' document, the IDP will be subject to regular (annual) updates to reflect the borough's evolving needs and shifting priorities.
- 3.20. To ensure transparency, the annual Infrastructure Funding Statement (IFS) serves as the statutory mechanism to monitor developer contributions and track IDP delivery. For real-time oversight, RBK also maintains public-facing 'live' records of S106 and CIL agreements, accessible through the Council's website.
- 3.21. Working with communities, Kingston has created community plans for each of the four neighbourhoods. These plans serve to identify local priorities, ensuring that investment from the Neighbourhood Community Infrastructure Levy (NCIL) is directed toward resident-led community projects.
- 3.22. LBRuT last updated its IDP in 2023, with a 2024 addendum, to inform the adopted Local Plan. The IDP analyses and assesses existing infrastructure provision, identifies current shortfalls, and sets out the borough's existing and future infrastructure needs to support new development and a growing population.

Schools and Education

- 3.23. Kingston's education facilities - including childcare, primary schools, secondary schools, and further education facilities - are essential to the regional economy, providing direct training and employment opportunities while enriching the borough's cultural and social life. Achieving for Children (AfC) is commissioned to

provide children's services for both RBK and LBRuT, including planning for school places and specialist SEND places. AfC publishes a School Place Planning Strategy for each borough, which recognises the cross-boundary movement of pupils at schools nearest the borough boundary.

- 3.24. Key providers in RBK include Kingston University and Kingston College, of which the majority of students live outside the borough. To meet the needs of all learners, RBK will support the expansion and upgrades of both institutions, recognising their significance beyond boundary lines.
- 3.25. Both parties agree that:
- Both authorities will continue to monitor school place provision against need to ensure there is sufficient capacity.
 - There are no identified strategic cross boundary issues.

Transport

- 3.26. Main roads that cross the border between Richmond and Kingston:
- Horse Fair (Kingston Bridge) leading to A310 Hampton Wick High Street and A308 Hampton Court Road
 - A307 Richmond Road
- 3.27. Overground rail line that crosses the border between Richmond and Kingston:
- Kingston Loop Line which connects Kingston to Hampton Wick, Teddington, Strawberry Hill, Twickenham, St Margarets and Richmond and beyond
- 3.28. Bus routes that cross the border between Richmond and Kingston:
- Route SL7 (Superloop express link via Kingston Bridge)
 - Route 65 (Kingston to Ealing Broadway via Ham and Richmond)
 - Route 281 (Tolworth to Hounslow via Kingston Bridge and Twickenham)
 - Route 285 (Kingston to Heathrow Central via Kingston Bridge and Teddington)
 - Route 371 (Kingston to Richmond via Richmond Hill)
 - 411 (Kingston to West Molesey)
 - 216 (Kingston to Staines-upon-Thames)
- 3.29. For Crossrail 2, Kingston's Local Plan recognises that the project may not come forward during the lifetime of either local plan, having been suspended in November 2020. RBK and LBRuT continue to support safeguarding the proposed route and recognise the potential long-term benefits of Crossrail 2 in improving public transport connectivity and supporting sustainable growth across south west London.
- 3.30. RBK and LBRuT share strong transport and movement links, particularly through the Kingston town centre and Richmond–Ham corridors, the strategic road network and the South Western rail network. These connections support commuting, retail, leisure and tourism movements between the two boroughs and onwards to central London and Surrey. Both authorities are London boroughs and deliver the Mayor's

Transport Strategy through their respective Local Implementation Plans, prepared in partnership with Transport for London and neighbouring boroughs. The councils also work collaboratively on improving public transport accessibility, promoting active travel and managing traffic impacts on strategic and local road corridors, including around Kingston town centre and the River Thames crossings.

Town Centres and Retail

- 3.31. The London Plan identifies a hierarchy of the city's larger town centres, recognising the different size, draw and function of them. The Kingston Local Plan identifies four town centres – a Metropolitan centre in Kingston town centre and New Malden, Surbiton and Tolworth as District Centres.
- 3.32. RBK's Retail and Leisure Needs Assessment (RLNA) 2022 indicates a strong need for new convenience goods floorspace within the borough. The projections forecast a need for 8,532 sq.m net by 2029, and 7,971 sq.m net by 2041. Our strategy aims to direct this need to our existing network of town and local centres in the first instance.
- 3.33. LBRuT's Retail & Leisure Needs Study (and Update Addendum (2024) identified a surplus of both convenience and comparison floorspace up to 2034 and beyond. However, any surplus retail space in the borough identified is likely needed to be repurposed to meet part of the forecast increase in demand for Food & Beverage and potentially the wider leisure sector. In the short to medium term there is emphasis on repurposing existing floorspace, therefore there is no additional capacity available.
- 3.34. LBRuT's Local Plan (2025) supports diversification and repurposing of high streets and centres to contribute towards retail, leisure, business, educational, healthcare, community and cultural floorspace, with supporting our centres playing an important role in "living locally". As with other needs, there is constrained capacity for any new retail sites, including in Richmond town centre where the majority of commercial development is expected to be focused.
- 3.35. In the past Duty to Cooperate discussions between RBK and LBRuT, town centres and retail has been identified as a cross-boundary issue given the draw of Kingston town centre and the potential to impact LBRuT's town centres, particularly Richmond itself. It has always been noted that Richmond and Kingston town centres have to some extent different offers, and that local geography influences shopping destinations (e.g. residents living in or around Ham and Hampton are likely to visit Kingston for a lot of their shopping needs).
- 3.36. In April 2026 RBK approached its neighbouring authorities seeking clarification on whether neighbouring authorities could assist in accommodating Kingston's unmet development needs, including retail. LBRuT have confirmed that they are not currently in a position to help accommodate any of Kingston's convenience retail capacity.

- 3.37. There is a Sainsburys superstore on Richmond Road, Kingston, which serves North Kingston, and is close to the shared borough boundary. Ham Parade and Hampton Wick are also located close to the boundary, but as a local and neighbourhood centre respectively there is little scope to make a major contribution to meeting need, if any.

Neighbourhood Planning

- 3.38. There are two designated neighbourhood planning areas in Kingston: North Kingston and Malden Rushett. The North Kingston neighbourhood area borders the London Borough of Richmond upon Thames.
- 3.39. The North Kingston Neighbourhood Forum is the formally designated qualifying body for the North Kingston Neighbourhood Area. The Forum was originally designated by the Council in August 2017 and was formally redesignated for a further five-year term in August 2022. The North Kingston Neighbourhood Plan (NKNP) is currently in Regulation 16 stage.
- 3.40. Further engagement with Richmond regarding the NKNP will take place as the plan progresses.
- 3.41. Within LBRuT, the Ham and Petersham Neighbourhood Area is the only designated neighbourhood area. It borders RBK, including the North Kingston Neighbourhood Area.
- 3.42. The Ham and Petersham Neighbourhood Forum is the designated qualifying body for this area. In February 2026, the Forum was redesignated for a further five-year period.
- 3.43. The Ham and Petersham Neighbourhood Plan (2018–2033) was adopted in January 2019. Should the Forum progress a future update to the HPNP, RBK will be consulted as appropriate.

Flooding/ Critical Drainage Area

- 3.44. The National Planning Policy Framework (NPPF) and associated Planning Practice Guidance for Flood Risk and Coastal Change (PPG) set out the active role Local Planning Authorities (LPAs) should take to ensure that flood risk is understood and managed effectively and sustainably throughout all stages of the planning process. The NPPF outlines that Local Plans should be supported by a Strategic Flood Risk Assessment (SFRA) and LPAs should use the findings to inform strategic land use planning.
- 3.45. RBK has commissioned Metis to produce an SFRA, including Level 1 and 2 Assessment, to inform the Local Plan.
- 3.46. This has been used by the Council to inform the preparation of the Local Plan, including the application of the Sequential Test to site allocations. Taking account of cross-boundary flood risk considerations and where necessary the application of

the Exception Test to ensure development is safe for its lifetime and does not increase flood risk elsewhere.

- 3.47. The borough is significantly constrained by fluvial flood risk emanating from the River Thames and its key tributaries, which also form part of wider catchments extending across borough boundaries: the River Hogsmill, Beverley Brook, and Surbiton Stream. The principal areas subject to this river flooding include:

Kingston Town Centre (The Metropolitan Centre): This area is exceptionally vulnerable and faces acute flood risk due to the geographical confluence of the River Thames and the River Hogsmill. Strategic modelling shows that significant portions of the town centre, including land directly along the Thames, fall within these high-risk zones.

The Hogsmill Valley: The land surrounding the River Hogsmill corridor as it flows from the east towards the town centre is a primary flood risk area.

Eastern Boundary: The land forming the borough's eastern boundary is severely constrained by flood risk from Beverley Brook.

Chessington: In the south of the borough, areas surrounding the Bonesgate Stream are formally identified as being at risk of fluvial flooding.

- 3.48. Beyond river flooding, the densely urbanised and populated areas of the borough are highly susceptible to surface water flooding. To manage this, the borough's Surface Water Management Plan (SWMP) has categorised the risk into Critical Drainage Areas (CDAs) and five primary catchments: Bonesgate Stream, Surbiton Stream, Upper Hogsmill River, Beverley Brook, and the Thames and Lower Hogsmill Rivers.
- 3.49. The administrative boundary between RBK and LBRuT encompasses areas within Flood Zones 2 and 3a including along the River Thames and Beverley Brook corridors. Both authorities will continue to work with each other, and including the Environment Agency to apply a coordinated catchment based approach to flood risk management which will ensure that future development safely manages and mitigates this flood risk.

Provision of energy (including heat)

- 3.50. The London Plan states that boroughs should engage at an early stage with relevant energy companies and bodies to establish the future energy and infrastructure requirements arising from large-scale development proposals within London (see Policy SI3, Energy Infrastructure). It states that development plans should identify the need, and suitable sites for, any necessary infrastructure requirements such as energy centres, energy storage and upgrades to existing infrastructure. Development plans should also identify existing, and propose locations for, heating and cooling networks.

- 3.51. The Mayor has established the London Heat Map as a tool to help this process, and has identified Heat Network Priority Areas, which can be used to where the heat density is sufficient for heat networks to provide a competitive solution for heat provision. Kingston (around Kingston town centre and Chessington) is included in the Heat Network Priority Areas map. Much of LBRuT is also included. Both authorities will keep under review opportunities for cross-boundary network connections, particularly in areas of identified HNPA where these extend across borough boundaries.

Views, Design, Heritage and Conservation

- 3.52. RBK and LBRuT acknowledge that the protection and enhancement of strategic and locally important views is a critical cross-boundary matter requiring sustained joint working. It is formally set out by RBK that Kingston's townscape and urban identity are defined by several designated Very Highly Important Views (VHIVs), as identified in the 2018 Kingston Views Study, that originate from outside the borough's administrative boundaries, most notably those from Richmond Park (VHIV 12), Bushy Park (VHIV 6), and Hampton Court Palace (VHIV 1, 2, and 3).
- 3.53. RBK has engaged proactively with LBRuT in relation to VHIVs, seeking input into the Tall Buildings Strategy in 2023 and subsequently provided the draft Building Heights Study, which replaces the Tall Buildings Strategy, sharing an updated version for information in 2025.
- 3.54. The authorities agree to work collaboratively to designate, protect, and positively manage these cross-boundary views and their extended background settings. Furthermore, both parties agree that any major development proposals, particularly tall and mid-rise buildings, with the potential to be visible within these vistas must be supported by proportionate Visual Impact Assessments and accurate 3D digital modelling.
- 3.55. The authorities share a commitment to ensuring that new development does not cause harm to the overall character and composition of these views, preserving the viewer's ability to appreciate strategically important landmarks such as the Grade I listed All Saints Church in Kingston, and ensuring that building heights make a positive contribution to the shared historic skyline.
- 3.56. LBRuT consider there may be other important views of value. LBRuT consider tall buildings in Kingston town centre and along the riverside can potentially impact on views and settings of heritage assets within Richmond borough, forming a broad arc of sensitive designations on the Richmond side. Richmond Park, which is located in LBRuT and abuts the northern boundary of RBK, is a Grade 1 Registered Park and Garden, recognising the park's historic value. Registered Parks and Gardens are also at Hampton Court Park and Bushy and Home Parks.
- 3.57. RBK and LBRuT agree that the conservation of the historic environment and the delivery of high-quality, place-led design are critical cross-boundary matters requiring proactive and ongoing collaboration. Both authorities share a commitment

to safeguarding designated and non-designated heritage assets, recognising that the impacts of major development, particularly tall and mid-rise buildings, frequently extend beyond administrative borders and can cumulatively affect shared historic townscapes and conservation areas.

Green Infrastructure and Natural Environment

- 3.58. Blue infrastructure forms a uniquely significant component of Kingston's natural capital, providing multifunctional benefits including transport, drainage, urban cooling, and wildlife habitats. The River Thames flows along the western boundary, providing a major ecological corridor that connects diverse landscapes, heritage assets, and urban waterfronts.
- 3.59. RBK and LBRuT agree that the protection, enhancement, and restoration of the natural environment and strategic green and blue infrastructure are cross-boundary matters necessitating sustained, coordinated action.
- 3.60. Both councils are committed to aligning our respective planning frameworks to secure measurable Biodiversity Net Gain and support the cross-boundary delivery of Local Nature Recovery Strategies, ensuring that development near the boundary contributes to a robust, climate-resilient, and multi-functional green infrastructure network.
- 3.61. Furthermore, the authorities agree to actively collaborate to appropriately manage the impacts of development on shared, adjacent, and internationally or nationally designated nature conservation sites, and special area of conservation, including Richmond Park (SAC, SSSI and NNR) and Wimbledon Common (SAC and SSSI).

Water Supply and Wastewater Management

- 3.62. Thames Water is the statutory undertaker for water and wastewater in RBK and LBRuT. Both councils will continue to work together with Thames Water on strategic planning for water supply and wastewater management.

Climate change mitigation and adaptation

- 3.63. Both RBK and LBRuT declared Climate Change Emergencies in 2019.
- 3.64. RBK's Regulation 19 local plan proposes introducing a range of policies to reduce carbon emissions from new development, mitigate the effects of climate change and reduce water use. LBRUT's Local Plan similarly includes a range of policies to promote net zero-carbon development.
- 3.65. Both boroughs participate in pan London forums on climate change matters and while climate change is a strategic cross boundary matter for all councils, there are no specific issues identified between Richmond and Kingston.

Record of agreement:

- 3.66. Both parties agree that the above represents the key strategic matters at this stage of the Local Plan process.

4. Governance Arrangements

- 4.1. SoCGs need to be prepared and then maintained on an ongoing basis; and be made publicly available to allow transparency. This SoCG is a live document, and can be reviewed and updated regularly so that it reflects the most up-to-date position in terms of joint working, especially:
 - 4.1.1. Whenever agreements on outstanding matters have been reached and where progress in addressing strategic cross boundary matters is achieved, or
 - 4.1.2. At each subsequent key stage of the plan making process, as it progresses towards adoption.
- 4.2. Requirements for signing documents differ between Local Authorities depending on their structure. It will be for each body to decide who is the appropriate person to sign the statement.

5. Timetable for review and ongoing cooperation

- 5.1. This statement has been informed by on-going engagement between the parties and has been informed by various evidence base documents.
- 5.2. This SoCG is a live document and can be reviewed on a regular basis, informed by continued communication between the parties through meetings, statutory consultation at key plan making stages and electronic communication.

6. Signatories

- 6.1. Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.
- 6.2. Both parties agree that they have engaged positively on an ongoing basis and that on this basis the Duty to Cooperate has been met.
- 6.3. Both parties agree to continue to work proactively on the key strategic cross boundary issues identified in this SoCG.

Signed:	Signed:
	
Name:	Name:
Hannah Harris	Christine Cook
Position:	Position:
Head of Spatial Planning	Head of Spatial Planning
Royal Borough of Kingston upon Thames	London Borough of Richmond upon Thames
Date:24/06/2026	Date:03/07/2026



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