



# Teddington Direct River Abstraction

## Proposed vehicle holding area near Kempton Park (A316)

September 2026

Teddington Direct River Abstraction is a vital drought-resilience project for London. During drought periods, the project would provide up to an extra 75 million litres of water a day. It would help top up existing reservoirs with water from the River Thames, while simultaneously replacing the water taken from the river with recycled water from a new tertiary treatment plant at Mogden Sewage Treatment Works.

In summer 2025, we carried out a statutory public consultation on our project proposals. Since then, we've been considering the feedback received and refining our design. This document explains our plans for a proposed vehicle holding area at the A316 Country Way layby near Kempton Park to help manage the flow of vehicles accessing our proposed construction site at Mogden Sewage Treatment Works.



## Why we are proposing a Vehicle Holding Area (VHA)

During the project's construction phase, heavy goods vehicles (HGVs) would regularly enter and exit our largest worksite at Mogden Sewage Treatment Works (STW). These vehicles would bring in equipment and materials, and they would also remove waste and excavated materials. To reduce the likelihood of worsening congestion near Mogden STW, we're proposing a vehicle holding area (VHA) eastbound off the A316 Country Way near Kempton Park.

The proposed VHA would be in an existing layby and would provide space for up to three HGVs to safely temporarily park. Our HGVs would remain in the VHA until they are notified that Mogden STW can accept them. We'd also carry out driver and vehicle checks at the VHA, reducing the time needed for checks at Mogden STW's front gate. This would further help to reduce queuing and the associated impacts on local roads. The VHA would be needed for the duration of the construction period at Mogden (up to six years).

## What would the VHA look like?

The existing layby is a roughly 200m-long section of one-way road with footways on both sides. It's wide enough to allow other vehicles to pass any parked HGVs.

We'd install temporary traffic management and road safety measures (such as cones, signs and barriers) so we could use roughly 60m of the layby for the VHA. The VHA will also require a mobile welfare/office vehicle to support staff and drivers.

The layby could still be used by other vehicles, although the amount of space would be reduced. The cafe that serves the site would still be able to operate as normal, as will the council waste vehicles that use the layby. Signage on the A316 Country Way would highlight the reduced layby capacity.

## Extending the draft Order limits

The proposed VHA is on land owned by National Highways, within the local authorities of Spelthorne District Council and Surrey County Council. We are engaging with all three organisations as we continue to refine our plans. To ensure we have the correct powers within our Development Consent Order (DCO) (the consent we are required to obtain to construct and operate the project) we need to include the proposed VHA within the project's draft Order limits. The Order limits are the anticipated boundary of the area within which the project may be constructed and operated. The draft Order limits that cover the area required for the proposed VHA is approximately 300m<sup>2</sup>.

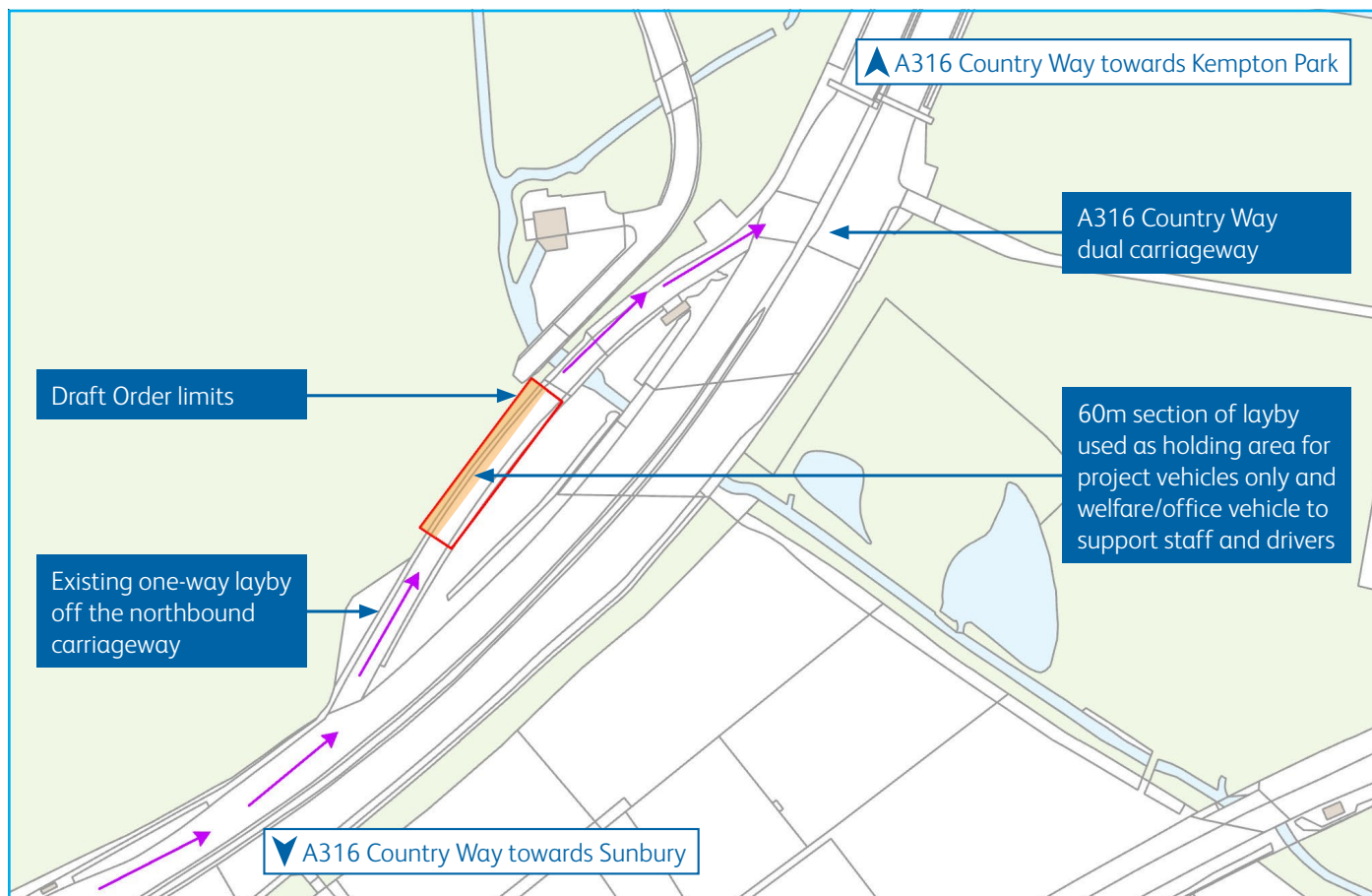


Figure 1: Location of the proposed vehicle holding area at the A316 Country Way layby



## Environmental and community impacts

We've carried out a preliminary environmental appraisal of the VHA proposal across the same environmental topics that we assessed during the 2025 statutory public consultation. The environmental topics are water resources and flood risk; terrestrial ecology; aquatic ecology; townscape and visual; ground conditions and contaminated land; traffic and transport; climate; carbon; air quality; noise and vibration; human health; materials and waste; historic environment; socio-economic, community, access and recreation, and cumulative effects. The appraisal concluded that no new environmental topics needed to be assessed. The review has concluded that the works we are proposing at this location do not introduce any new likely significant effects to the project proposals.

We have also concluded that the standard construction good practice measures set out at in the draft Code of Construction Practice (CoCP) published during our 2025 statutory public consultation remain suitable. You can find out more about the role of the CoCP below.

From a traffic and transport perspective the only adverse effect identified is the displacement of other vehicles who use the layby during the daytime. Other vehicles would still be able to access and make use of the layby, although the available space will be reduced. However there would be no change to the safe operation of the layby. Entry and exit to the layby would not change and any potential conflict between other road users and the project's construction traffic would be managed by the on-site staff at the VHA.

Any increase in emissions from dust and construction traffic would be relatively minor, temporary in nature and would not cause a significant effect on priority habitats and people. Any lighting requirements would avoid light spill into sensitive adjacent habitats, notably mature trees. There are no nearby properties which might be affected.

A full environmental impact assessment of the entire project is being carried out and will be reported in the project's Environmental Statement, which will be submitted in early 2027 as part of our DCO application.

### Code of Construction Practice (CoCP)

During our 2025 statutory public consultation, we consulted on a draft CoCP, which set out the proposed measures to control and manage environmental impacts of the project during construction.

We're in the process of developing an outline CoCP which will be submitted as part of our DCO application. The outline CoCP will set out the measures that the contractor must abide by.

The contractor will use the approach set out in the outline CoCP to develop a Construction Environmental Management Plan (CEMP). The CEMP will be implemented to mitigate potential likely significant effects on the local community and environment during construction.



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