



Teddington Direct River Abstraction

Proposed works on the A316 Chertsey Road near the River Crane

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 sets out our proposed changes to the project to facilitate construction works required to strengthen and protect an existing gas utility asset at A316 Chertsey Road near the River Crane.



Summary of the changes we're proposing

Through technical assessments and ongoing engagement with the gas utility provider, we have identified the need to carry out some work to strengthen an existing pipeline where our proposed tunnel passes under the bridge on the A316 Chertsey Road. To allow these works to take place, we need to extend our draft Order limits (the area of land needed to build and operate the project) roughly 100m along Chertsey Road, either side of the bridge (see Figure 1). Previously, we only proposed tunnelling works in this area, requiring the rights to subsoil. Now, we are proposing above-ground utility works so require temporary rights to additional land within the draft Order limits shown in Figure 1, which is roughly 8,700m².

To undertake the works, we'd dig a trench and either reinforce or replace the pipeline. We'll undertake trial excavations before this, which will inform the exact approach we take.

These activities are expected to start at the beginning of the construction period, predicted to be in early 2029, and take roughly three months. When the work is happening, we'd temporarily fence off the worksite, including closing any traffic lanes and sections of footway that are potentially needed. In a worst-case scenario, we'll need to close two eastbound lanes, reducing the road to a single lane in each direction for the duration of the works. We'd maintain access to private properties during the work.

We may also need to temporarily close the Cole Park Road bus stop on Chertsey Road. If so, we would consider

the options for managing this closure, including possible temporary relocation. We'd engage with stakeholders to reduce disruption.

Any temporary works that would affect traffic lanes, footways or bus stops would be publicised to road users and the local community in advance of the works. There would be no permanent infrastructure on the surface once these works are finished.

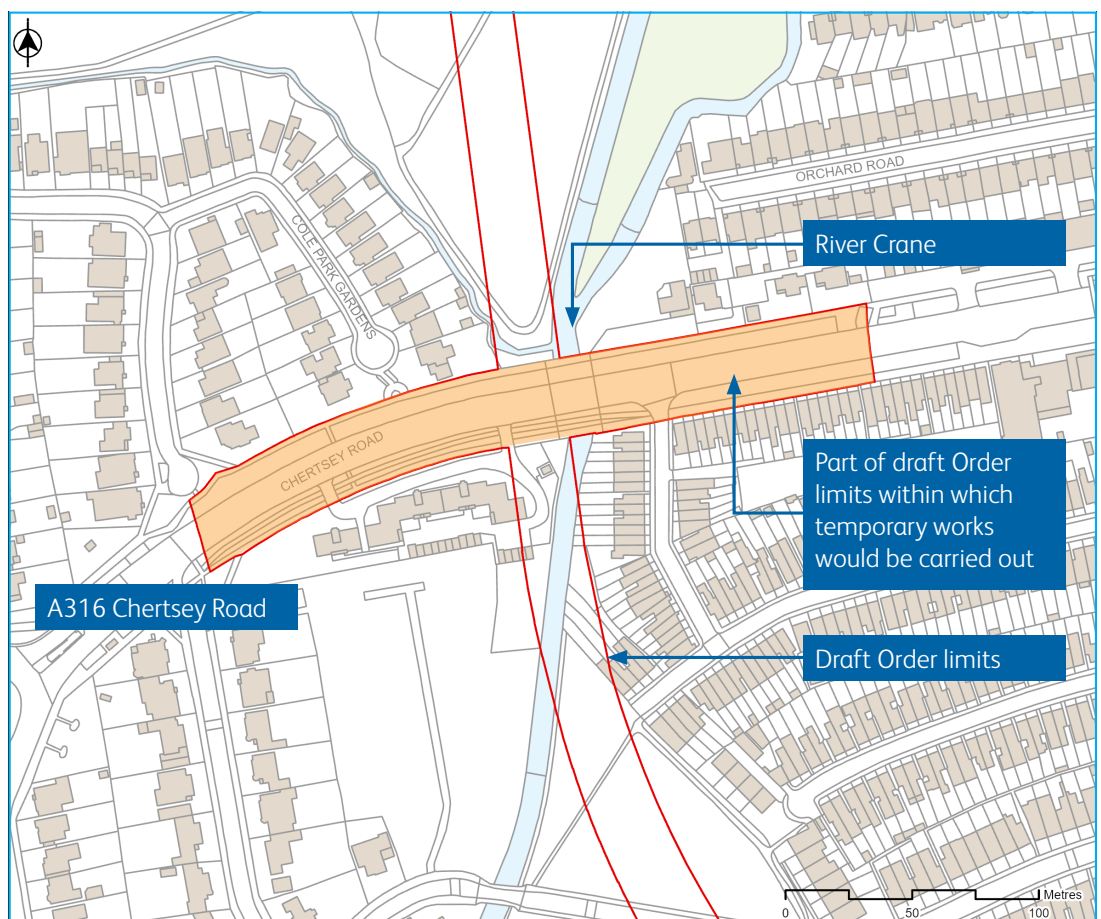
We would avoid tree and vegetation removal where we reasonably can, but we may need to remove some trees or other vegetation to allow works to take place safely. We would seek to replace trees, but there may be restrictions on where new trees could be planted.

During these works, some properties may experience a brief interruption to their utility service while the supply is switched to another source. This process would be managed by the utility provider who would keep customers notified and updated.

Impacts on land

The land that has been added to the draft Order limits to allow these works to take place is owned by either Transport for London, or is unregistered land (no identified owner). We have therefore contacted those with land adjacent to this unregistered land to let them know about the proposed works.

Figure 1: Indicative Draft Order limits on Chertsey Road, within which temporary works would be carried out



Environmental and community impacts

Our preliminary appraisal of the proposed works shows that there would be some environmental and community effects beyond those we identified during our statutory public consultation in 2025. Previously, only tunnelling works were proposed at this location.

Table 1 presents the predicted environmental and community impacts of the proposed utility works. The table does not include information on environmental topics for which there is no change predicted beyond what was presented during our 2025 statutory public consultation.

Environmental Topic	Identified impacts and likely significant effects
Water resources and flood risk	The proposed works would not require any activity taking place in the nearby River Crane, although there could be minor indirect impacts on water quality because of the construction activity happening close to the Duke of Northumberland's River, an artificial watercourse connected to the River Crane. There would be a small risk of pollution associated with construction activities, however, any potential likely significant effects would be mitigated through the measures set out in the outline Code of Construction Practice (CoCP).
Terrestrial ecology	Through appropriate mitigation measures, as set out in our outline CoCP, we would manage the potential for impacts on protected species that may be present within the vicinity. Impacts are expected to be minimal because the works would be located within the grass and hardstanding areas within the bridge deck.
Aquatic ecology	The proposed works would not require any activity taking place in the nearby River Crane. Any potential for indirect impacts on the River Crane, for example, through the introduction of Invasive Non-Native Species (INNS), would be mitigated through the CoCP.
Townscape and visual	The proposed utility works would be localised, and within an urban context, so we don't expect the effects on townscape character to be significant. We'd seek to avoid tree removal as far as practicable. However, there may be adverse visual effects if tree removal is required because this could open up views for residents of Chertsey Road and traffic movement. Mitigation planting would be incorporated where we reasonably can to replace any vegetation removed. However, this planting could potentially be restricted by the pipeline easement and could take 15 years to establish. Therefore, there could also be adverse visual impacts during the operation phase.
Traffic and transport	We'd work with the utility provider to reduce any potential lane closures. If it is necessary to close two eastbound lanes on the A316 Chertsey Road, the proposed utility works would introduce temporary (roughly three months) but likely significant effects on traffic congestion in both directions. If we are only required to close one eastbound lane, likely significant effects would be restricted to eastbound traffic only. Whatever the case, we'd work closely with the appointed contractor and local highways authority to deliver the works to mitigate the impacts on local communities. Traffic management measures would be set out in the outline Construction Traffic Management Plan specific for this site, which will be submitted as part of our DCO application.
Socio-economics, community, access and recreation	If the Cole Park Road bus stop were to be relocated for the duration of the works, there would be some disruption and inconvenience during the construction period, particularly for bus users. Measures will be put in place to manage traffic and pedestrian movement, for example, the provision of temporary bus stops and accessible diversions, which will help to mitigate these effects, and no significant impacts are anticipated. As with the impacts on traffic and transport, we'd work closely with the contractor we appoint to manage traffic and pedestrian movements to help manage these effects.

Table 1: Predicted environmental effects for selected environmental aspects associated with the proposed works.

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.



For further information, please visit
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