Teddington Direct River Abstraction

A supplementary public consultation on changes to our proposals for land near Burnell Avenue

May 2026

Foreword

Leonie Dubois

Head of Engagement, Land and Consents, Strategic Resource Options, Thames Water

The way we use and manage water is changing. In 2025, the UK experienced the hottest and driest spring on record – receiving less than half the rainfall we would normally expect. For the South East, already officially designated as "seriously water stressed" by the Environment Agency, this was a stark reminder of the pressures we face. Climate change, a growing population, and the need to protect the environment mean that if we don't do anything, we could face a shortfall of one billion litres of water every single day by 2050.

A shortage of this scale could touch every part of daily life. It could mean water restrictions, school and business closures, impacts on wildlife and river habitats, reduced crop yields, higher food prices and – at the most severe end – economic losses of up to £500 million a day in London alone.

The Teddington Direct River Abstraction (TDRA) project is one of the key proposals that would help London keep running smoothly during times of drought.

Last year, more than 14,000 people and organisations shared their views on our proposals during our statutory public consultation. Thank you to everyone who provided feedback. Since then, we've been carefully reviewing it all, alongside continuing discussions with key stakeholders and analysing further information from technical assessments and surveys. This important process has allowed us to make several design changes to the project and we're pleased to be able to confirm the removal of the intermediate shaft at Ham Playing Fields from the design.

We have identified specific areas – land near Burnell Avenue and Beaufort Road – where further changes to our proposals may be needed. Before we progress, we want to hear your views on those changes. We are therefore holding a supplementary public consultation from 21 May to 18 June 2026.

We'd previously planned to submit our application for development consent - seeking the powers to build the project - later this year, but now we plan to submit it in early 2027, which will give us the time we need to consider further feedback from local communities and stakeholders, and continue to develop our proposals.

This booklet explains the potential design changes near to Burnell Avenue and how you can share your feedback on them. Thank you for taking the time to help us shape the future of London's water supply.

Best wishes

Leonie Dubois

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A vital drought resilience project for London

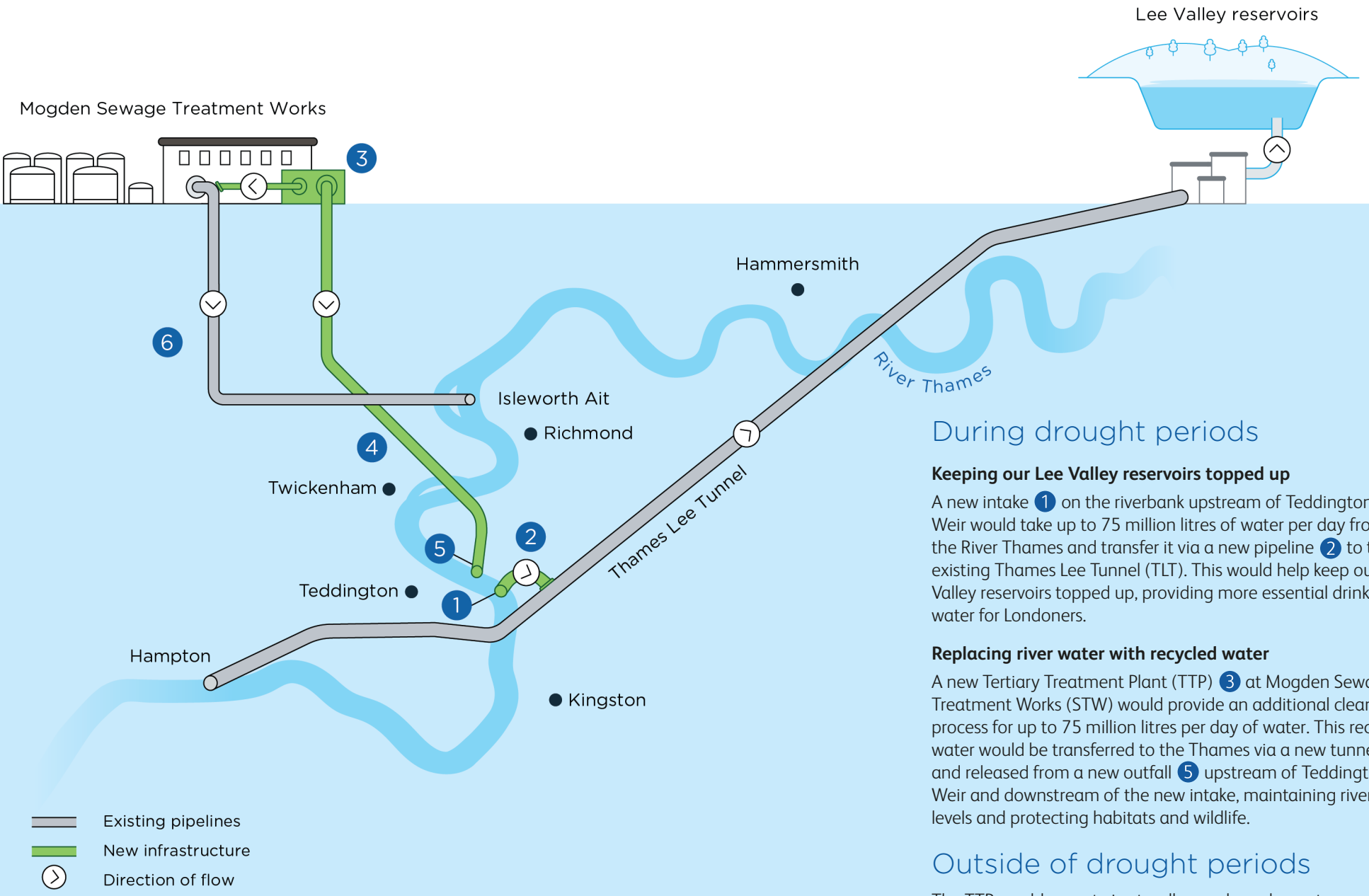
During drought periods, the TDRA project would provide up to an extra 75 million litres of water a day.

It would help top up existing reservoirs with water from the River Thames, whilst simultaneously replacing the water taken from the river with recycled water from a new tertiary treatment plant (TTP) at Mogden Sewage Treatment Works.

When would we use TDRA?

We'd only use the project during droughts, which we estimate will happen roughly every two years, usually between late summer and late autumn. We'd reach an operating agreement with the Environment Agency that would set out when we can use it.

To keep our TTP in good working order and ready for when we need it the most, we'd keep it in "standby" mode the rest of the time.



Note: this schematic summarises the key components of the project and has not changed since statutory public consultation in 2025.

During drought periods

Keeping our Lee Valley reservoirs topped up

A new intake (1) on the riverbank upstream of Teddington Weir would take up to 75 million litres of water per day from the River Thames and transfer it via a new pipeline (2) to the existing Thames Lee Tunnel (TLT). This would help keep our Lee Valley reservoirs topped up, providing more essential drinking water for Londoners.

Replacing river water with recycled water

A new Tertiary Treatment Plant (TTP) (3) at Mogden Sewage Treatment Works (STW) would provide an additional cleaning process for up to 75 million litres per day of water. This recycled water would be transferred to the Thames via a new tunnel (4) and released from a new outfall (5) upstream of Teddington Weir and downstream of the new intake, maintaining river levels and protecting habitats and wildlife.

Outside of drought periods

The TTP would operate in standby mode and run at a much lower capacity (6). We'd release the "maintenance flow" of recycled water produced in standby mode into the tidal Thames via our existing outfall at Isleworth Ait.

About this supplementary public consultation

Since our statutory consultation on our proposals in 2025, we've been considering all of the feedback received and going through a process of refining our design. This will continue for the next few months, before we submit our application for development consent.

As part of this process, we've launched this supplementary consultation, seeking your views on our latest proposals for design changes on land to the south of Burnell Avenue and at Beaufort Road.

We've reviewed the proposed changes and established that they require additional public consultation for a 28-day period. We're not consulting on any other aspects of the project during this period.

Changes to the draft Order limits

It's important that we seek your views on these changes particularly as we're proposing an increase to the draft Order limits – the extent of land we think we might need temporarily or permanently to build, operate and maintain the project – near Burnell Avenue. This might mean that some people who were not affected by our previous proposals are now affected.

This supplementary consultation runs for 28 days, until **11.59pm** on **18 June 2026**.

Changes to our proposals for land near Burnell Avenue

We're proposing changes to the designs of the proposed intake and outfall structures, including increasing the size of the nearby control building (previously referred to as a 'kiosk') and increasing the number of maintenance hatches that would be needed.

We're also proposing an increase in the draft Order limits, around the existing substation at Beaufort Road, to allow for a power cable diversion.

As a result of changes to the intake and outfall structures, we're also presenting revised numbers for heavy goods vehicle (HGV) movements for the Burnell Avenue and Tudor Drive worksites (which we consulted on during our statutory public consultation last year), as well as changes to the construction schedule.

You can find more information about these proposals from page 8 of this brochure.

Design update: Ham Playing Fields

During our statutory public consultation in 2025 we proposed an intermediate shaft at Ham Playing Fields, to provide maintenance access to the tunnel between Mogden Sewage Treatment Works (STW) and the outfall at the river. Following consideration of feedback from the consultation and further design development, we're pleased to confirm that the intermediate shaft has been removed from our plans. This means there will be no above-ground works at Ham Playing Fields, with no need for over 2,300 HGVs to be driven to and from the construction site – so no impacts from traffic, dust and noise. More information about this change can be found in our Project Update 2026 at **thames-sro.co.uk/TDRA**.

We are specifically consulting on changes to our proposals

- on land to the south of Burnell Avenue
- at Beaufort Road, Burnell Avenue and Dysart Avenue.

What we are not consulting on

- the need for the project
- other locations and proposals for the project
- other water resources projects
- other parts of our business.

Decisions on outfall and TLT connection options

During our statutory public consultation last year, we presented two options for the Thames Lee Tunnel (TLT) connection, as well as two options for the outfall. We're planning to select the 70m-long adit connection within Burnell Avenue as our TLT connection and the in-river near-bank option for the outfall design. This option has been chosen to help reduce overall construction impacts at Tudor Drive. More information about the selection of these options to can be found in our Spring 2026 Project Update, available at **thames-sro.co.uk/TDRA**.

How to have your say

You can have your say on our latest proposals for the area near Burnell Avenue by:

- filling in our online feedback form which you can find at **thames-sro.co.uk/TDRA/haveyoursay2026**
- emailing us at **TDRA@ipsos.com**
- writing to us, free of charge, at **FREEPOST TDRA CONSULTATION**
- filling in a printed feedback form and posting it to us free of charge

Our consultation is open until **11.59pm** on **18 June 2026**. Our online feedback form has a character limit of 4,096 characters for each question, which equates to roughly 750 words per answer. If your responses are likely to be lengthy, you might prefer to email or write to us.

Proposed changes near to Burnell Avenue

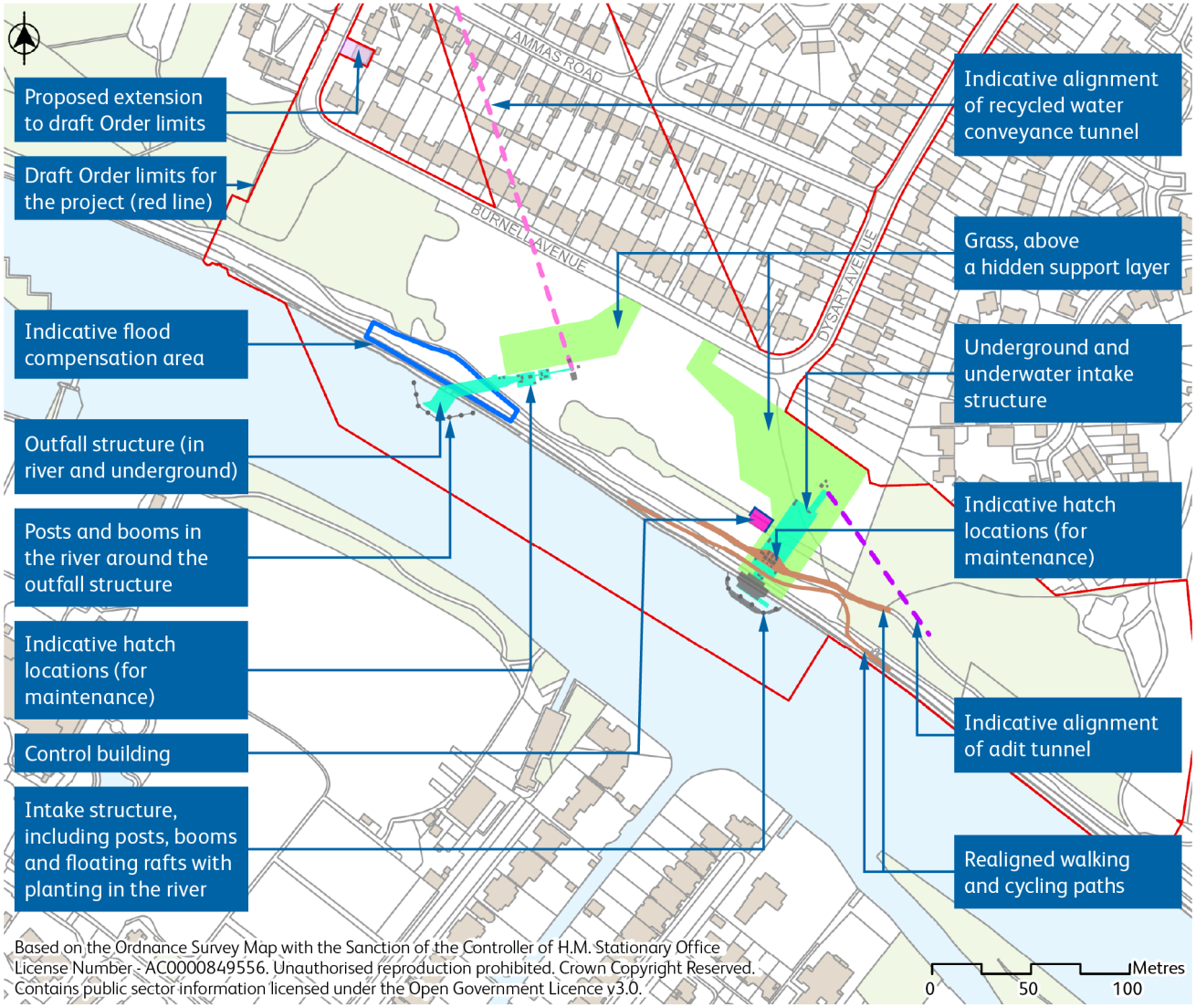


Figure 1: Indicative proposed changes for land near Burnell Avenue

During our statutory public consultation in 2025, we proposed using land to the south of Burnell Avenue to build an intake structure on the riverbank, which would be used to draw water from the river. This intake structure would be connected to an existing tunnel, which would be used to convey the water to our reservoirs in the Lee Valley in North London. We also proposed an outfall structure, which would be used to top up the river with highly treated water from Mogden Sewage Treatment Works. We also proposed a control building (formerly referred to as a 'kiosk'), which would also be located on land to the south of Burnell Avenue, housing control and power facilities.

Following the statutory consultation, we have continued to develop the project and refine our designs. As part of this process, we are proposing a number of changes, including:

- Make changes to the size and appearance of the intake structure, as well as adding underground pumps to help draw water from the river and new maintenance hatches
- Increase the size of the control building and add a footpath around three sides of the building
- Make changes to the design of the outfall structure, including additional maintenance hatches and revised ground levels
- Extend the draft Order limits for the project, to provide space on Beaufort Road for the upgrade of a power cable within an existing substation (see diagram to left)
- Increase the total number and peak levels of HGVs servicing the Burnell Avenue worksite during construction, while reducing the number of HGV movements at the Tudor Drive worksite and removing all HGV movements from the Ham Playing Fields worksite

- Extend the length of time that construction would take place at the proposed Burnell Avenue worksite
- Use a new section of main road (comprising the A3210 Kingsdowne Road, part of the A240 Ewell Road, and the A240 Tolworth Broadway), in addition to other roads previously identified, to route construction traffic, including HGVs, to service the Burnell Avenue and Tudor Drive worksites

Changes to the design of the intake structure

Having considered new flood data, we've identified a need to raise the intake's deck height to protect electrical equipment from flooding and improve access to it for maintenance. The overall height of the intake structure would be within the 7m to 10m range, as proposed during our statutory public consultation last year.

Further design work and engagement with stakeholders has led us to propose increasing the depth of the deck that would be part of the intake structure, to roughly 7.5m to 9.5m, which is deeper than the design that we published last year. This would mean that the security fencing for the deck would be closer to the footpath on the riverbank.

To reduce the width of the intake structure, the updated design removes the side walls (known as wing walls) shown in the previous design shared at statutory public consultation. Removing the wing walls reduces the visible width of the structure, from 38m to less than 30m.

We're also proposing to use security fencing around the structure instead of a metal cage positioned on its deck, to improve how the structure would look, while also protecting the equipment and providing safe access for maintenance. Indicative images of how two alternative designs might look are shown on the right and on the next page. Final decisions on the design of the intake will be taken after further discussions with local authorities and other stakeholders.

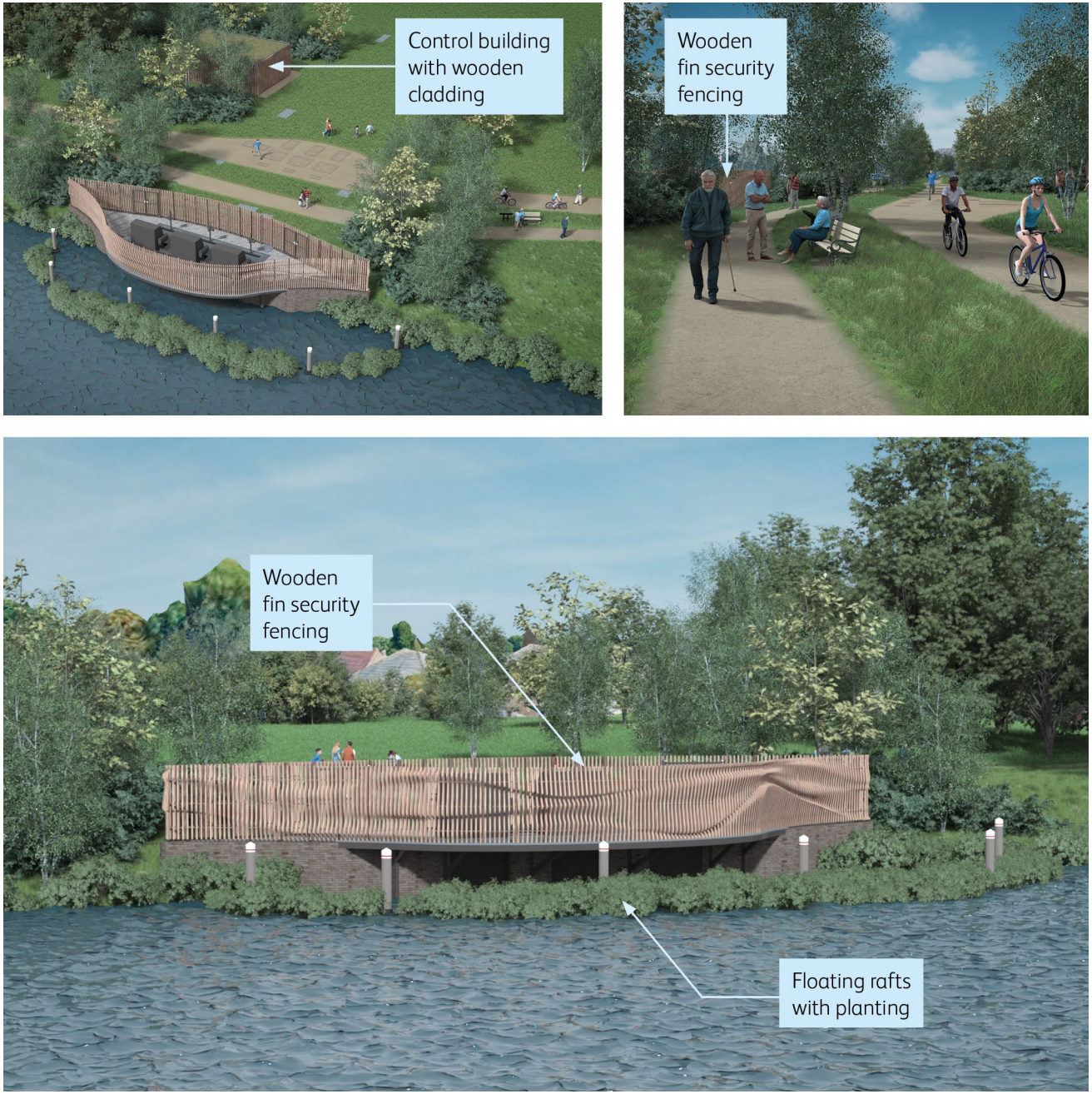


Figure 2: Indicative concept designs for the intake structure, featuring wooden fin fencing

Our current proposals include floating rafts with planting on the water, which would be positioned in front of the intake structure to help soften how it appears to river users and those viewing it from the opposite bank, while also providing some ecological benefits.

Addition of underground pumps to the intake

We've carried out further design work over the last few months and concluded that the proposed intake structure on the riverbank would need underground pumps to consistently transfer water drawn from the river, through a new connecting tunnel, into the existing Thames Lee Tunnel – for onward transfer to our reservoirs in the Lee Valley. Previously, we'd expected that this could be achieved by gravity alone.

The pumps would be installed in an underground chamber behind the intake structure, and would be used when water were being drawn from the river or for occasional maintenance. We don't expect that the operation of the pumps would be distinct from typical background noise in that location. A detailed assessment of the environmental impacts will be presented in the project's Environmental Statement, which will be submitted as part of the project's Development Consent Order application.

Adding pumps would require changes to the layout of the intake's underground structure. It would also mean relocating a shaft – which would be used to connect the new tunnel with the existing Thames Lee Tunnel – approximately 20m further back from the riverbank, compared with the proposals we shared last year.

Additional hatches for maintenance would also be needed in the open space between the intake structure and the Thames Lee Tunnel connection shaft, with the total number increasing from the 8 presented during our statutory public consultation last year, to approximately 20.

The realigned cycle path near the intake would be widened, compared with the design presented at statutory consultation, to accommodate roughly 10 of the proposed access hatches within it.

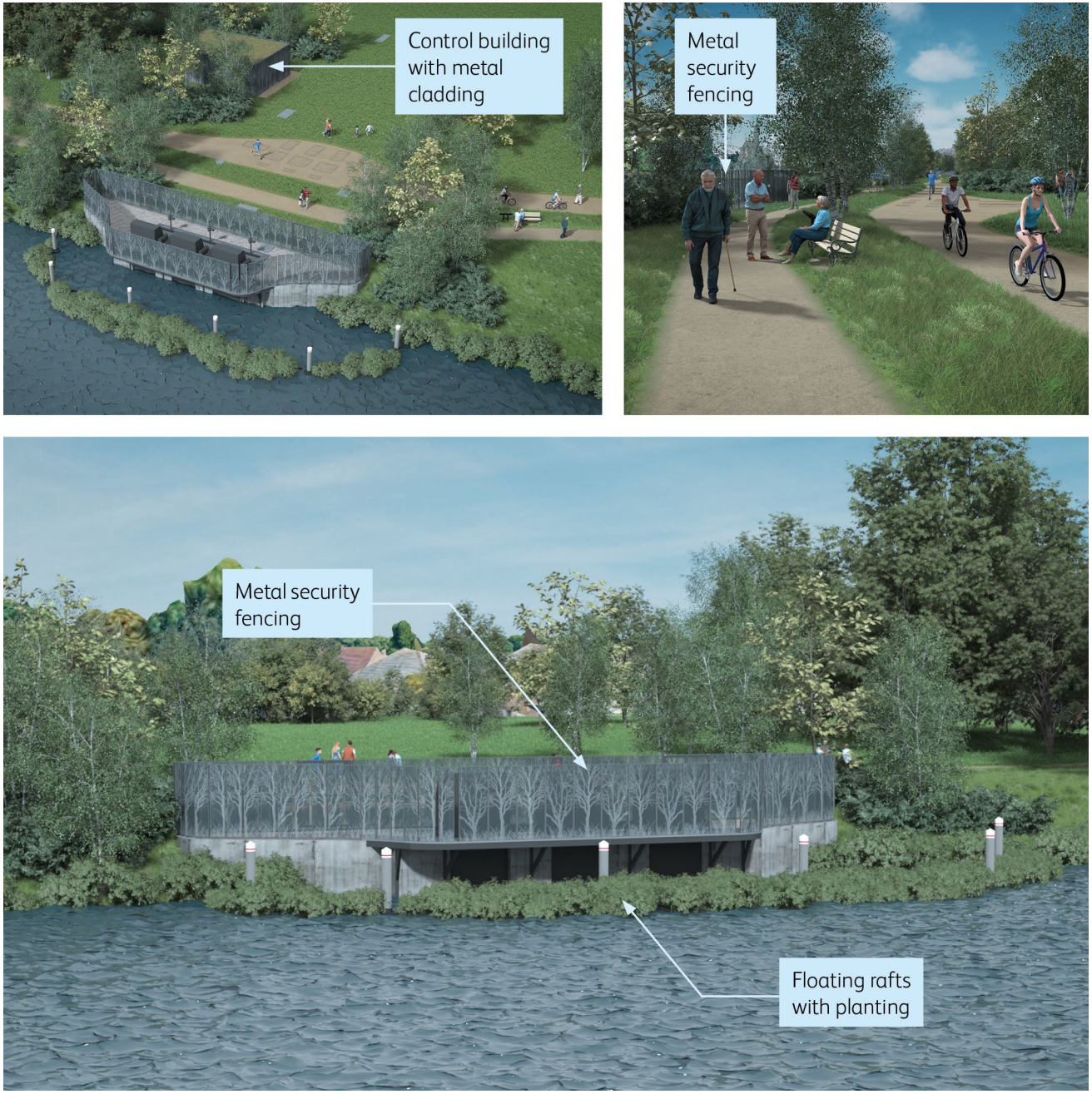


Figure 3: Alternative indicative concept design for the intake structure, featuring metal fencing

Occasional vehicle access would be required to maintain the pumps and other equipment. To enable this, an area of grass between Burnell Avenue and the intake would be reinforced with a concealed support layer capable of accommodating vehicle movements. The grass surface would remain visually and functionally consistent with the surrounding area.

Access to part of this recreational space may sometimes be temporarily restricted to allow light goods vehicles to reach the Thames Lee Tunnel connection shaft or intake structure for maintenance. During these periods, the affected area would be blocked off with temporary fencing. We'd need to carry out additional maintenance visits by light goods vehicle while the project is operating, roughly every two years, although no areas of land would need to be fenced off during these visits.

Changes to the control building

During our statutory consultation last year, a 5.5m long by 5m wide control building (previously referred to as a 'kiosk') was proposed to house control equipment for the intake and outfall structures. Due to the need for additional equipment, we are now proposing to increase the size of the building to around 7m by 10m. In addition, there would be a path roughly 1.2m wide around three sides of the control building to provide safe access for maintenance staff.

We're proposing a change to the building's roof from a pitched to a flat roof, to help reduce the visual impact. The walls could be clad with similar materials to the fencing around the intake structure, and the roof could be designed to allow plants to naturally self-seed, helping the building blend with its surroundings.

Updates to the outfall design

Changes to the design of the outfall structure, including additional underground equipment, mean that more maintenance hatches would be needed, with the number increasing from the 5 presented during our statutory public consultation last year, to around 14. The hatches would be a similar size (2m by 2m) to those presented during our statutory public consultation, except for one hatch at the reception shaft, which is expected to be 3m by 4m. We're continuing to look at reducing hatch numbers and sizes.

Maintenance staff would require occasional access to the outfall and reception shaft via light goods vehicle. To enable this, an area of natural grass between Burnell Avenue and the outfall would be reinforced with a concealed support layer to accommodate vehicle movements.

During all maintenance periods, the area of land where maintenance is taking place would be blocked off with temporary fencing. Maintenance staff would seek to reduce the fenced-off area while still ensuring safety for the public and workers.

Earthworks and flood management

A flood compensation area (FCA) would be created to offset changes in ground levels brought about by the installation of the intake and outfall structures by the riverbank. This could include lowering some areas of ground between the river and the riverside paths. Our designs aim to avoid or reduce the need to remove trees.

To accommodate the FCA, we're proposing that below-ground equipment associated with the outfall structure be moved approximately 12m further back from the river, compared with our previous design. Taking into account its increased size and associated access hatches, this infrastructure would extend around 50m underground further into Burnell Avenue Open Space than shown during our statutory public consultation.

Extension of draft Order limits to upgrade power cable

To accommodate the proposed infrastructure at Burnell Avenue, existing power cables would need to be diverted away from the riverside. During our statutory public consultation last year, we explained that these utility works would need to take place along Burnell Avenue, including excavation of a trench for the diverted cables. These works would require temporary traffic management measures, including a possible temporary lane closure.

Further discussions with the utility provider have identified the potential need to upgrade a power cable at an existing substation on Beaufort Road to facilitate these power cable diversion works. As such, we're proposing to extend the draft Order limits for the project – the extent of land we think we might need temporarily or permanently to build, operate and maintain the project – to include the substation and allow space for the cable upgrade. These works would involve extending the previously proposed trench along Burnell Avenue roughly 30m along Beaufort Road as far as the substation, as well as carrying out works within the substation. After the utility works are complete, we would restore the road. The additional works along Beaufort Road would take up to two weeks and would require a temporary lane closure along this short stretch of road.

Updates to our proposed construction timetable

Our latest proposals for the intake and outfall structures, described on the previous pages, would require changes to the construction timetable that we published during our statutory public consultation last year.

We had expected construction at our proposed Burnell Avenue and Tudor Drive worksites to take place from the end of 2030 until the end of 2032. Now we expect construction at the Burnell Avenue worksite to begin at the end of 2029 and continue until early 2033. Once construction is complete, we'd restore the area and install planting, followed by testing and commissioning (bringing in to use) the new infrastructure.

Construction work would not take place continuously during these years – instead, there are likely to be busier periods and quieter periods. We'll continue to look for ways to avoid and reduce disruption to nearby people, while ensuring the work is carried out safely and efficiently.

Changes to the expected numbers of HGVs

At this stage, we expect that materials for the project and waste would be transported to and from our worksites by heavy goods vehicles (HGVs). As a result of the changes we're proposing, we're forecasting an increase in the number of HGV journeys that would be needed (see Figure 5).

During our statutory public consultation last year, we estimated that a total of 6,246 HGV movements (3,123 in and 3,123 out) would be needed for all the works taking place at our proposed Burnell Avenue worksite (where one movement is a single trip to or from the worksite). We also said the maximum number of HGV movements on any day during the construction period would be 32 (16 in and 16 out).

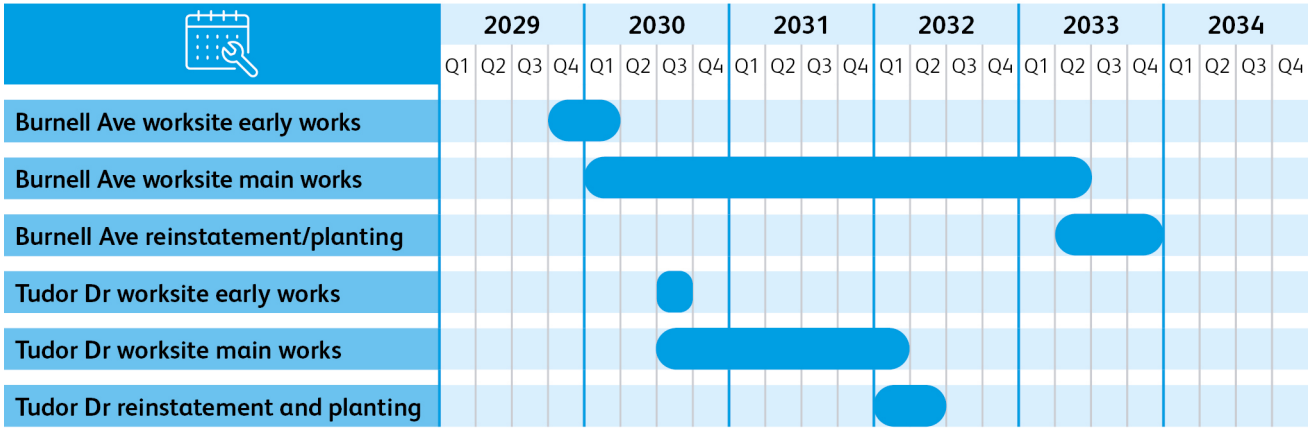


Figure 4: Indicative timetable for construction activities at our proposed Burnell Avenue and Tudor Drive worksites. Note that testing and commissioning will continue after these dates.

	Burnell Avenue worksite		Tudor Drive worksite		Ham Playing Fields worksite	
	Statutory consultation 2025	Supplementary consultation 2026	Statutory consultation 2025	Supplementary consultation 2026	Statutory consultation 2025	Supplementary consultation 2026
HGV movements per worksite during construction period	**6,246** (3,123 in; 3,123 out)	**14,000** (7,000 in; 7,000 out)	**1,314** (657 in; 657 out)	**800** (400 in; 400 out)	**2,316** (1,158 in; 1,158 out)	**0**
Peak HGV movements per day	**32** (16 in; 16 out)	**60** (30 in; 30 out)	**12** (6 in; 6 out)	**6** (3 in; 3 out)	**18** (9 in; 9 out)	**0**

Figure 5: Predicted HGV movements per worksite during the construction period and peak HGV movements per day

With the changes that we're proposing – in particular the increase in the amount of underground working that would be needed – we now estimate that around 14,000 HGV movements would be required (7,000 in and 7,000 out). During the busiest phase of construction works, which we expect to last for around three months, this could mean up to 60 HGV movements per day (30 in and 30 out).

However, we expect that there would need to be fewer HGV movements at the Tudor Drive worksite and none now from the Ham Playing Fields worksite.

During our statutory public consultation last year, we'd estimated that there'd need to be 1,314 HGV movements (657 in and 657 out) at our proposed Tudor Drive worksite. We now expect that there would need to be 800 (400 in and 400 out) - with a daily maximum of six (3 in and 3 out), compared with 12 (6 in and 6 out) estimated last year.

This is mainly because we are now proposing to connect the intake structure to the existing Thames Lee Tunnel from our Burnell Avenue worksite, rather than from a worksite at Tudor Drive.

Additionally, because we'd no longer need a worksite at Ham Playing Fields (see page 6), the requirement for 2,316 HGV movements to and from that worksite, as estimated during our statutory public consultation last year, has been removed.

We'd carefully manage construction traffic through agreed routes and other traffic management measures which would be put in place to help reduce impacts on local roads and communities. More information will be provided in a document called the 'Construction Traffic Management Plan', which will be published as part of our application for development consent next year.

Figure 6 shows the construction routes to the Ham Playing Fields worksite that we expected to need when we published our proposals last year, but which we can now confirm are no longer required. Figure 6 also shows a section of main road – the A3210 Kingsdowne Road, part of the A240 Ewell Road, and the A240 Tolworth Broadway - that was not previously proposed for construction traffic, but which we now expect to use because it provides a more direct connection to the wider strategic road network.

Impacts on the environment and local communities

Based on the initial appraisals that we've carried out for the area near Burnell Avenue, we predict that the environmental effects of our latest proposals would be similar to those forecast last year during our statutory public consultation. The effects published last year are set out in our Preliminary Environmental Information Report (PEIR) and PEIR Non-Technical Summary, which you can find on our website, at **thames-sro.co.uk/document-library**.

However, compared with the proposals presented during our statutory public consultation last year, the latest proposals would result in some additional effects. We are continuing to explore ways to reduce these effects wherever we reasonably can.

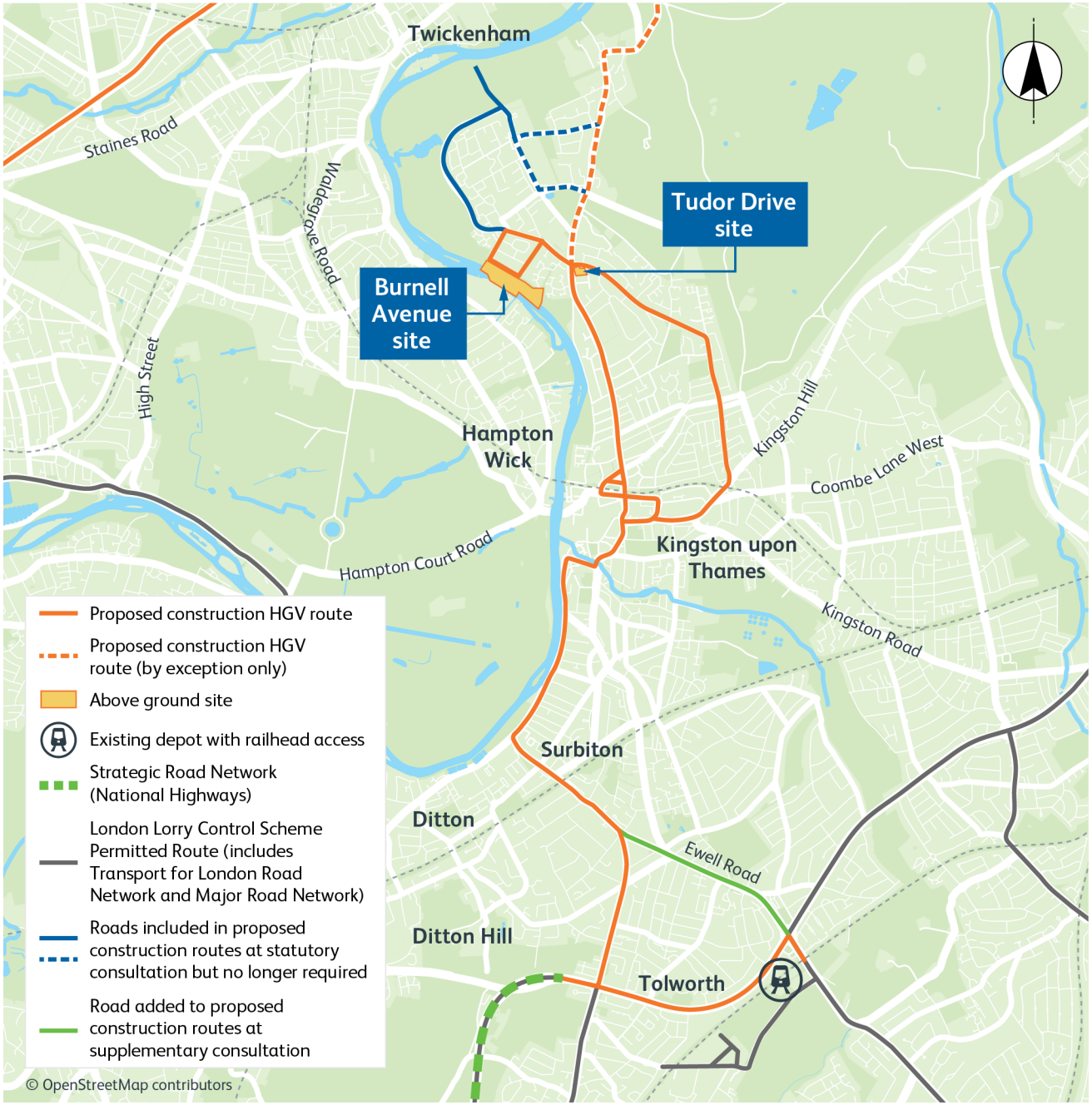


Figure 6: Anticipated construction routes south of the River Thames, showing removal of Ham Playing Fields worksite

The increase in the number and overall area of maintenance hatches near the proposed intake and outfall structures would potentially have more of an effect on people using the grassed area for recreation after construction work is complete. Our initial appraisal suggests this likely effect could now be significant because of the greater surface area of recreational land permanently taken up by hatches.

The changes to our proposals, particularly the maintenance hatches and the increase in the size of the proposed control building, could also lead to a greater long-term effect on the Riverside North Conservation Area than previously identified. Our initial appraisal indicates this effect on the historic environment is now potentially a likely significant effect.

Temporary work to upgrade the substation cabling, as described earlier in this booklet, is not expected to generate likely significant environmental effects, because these new utility works would require only a limited extension of the previously proposed work area and limited additional time needed to carry them out.

We acknowledge that the increase in HGV journeys and the longer construction period would affect the area around Burnell Avenue. We are continuing to work on the best ways to manage these effects. For example, we would seek to manage HGV movements to reduce the number entering or leaving the area at any one time. We will set out these plans in our Construction Traffic Management Plan, which will be published as part of our application for development consent in early 2027.

The majority of the proposed construction routes would be main roads (see Figure 6). We do not expect the predicted increase in HGV movements and the longer construction period to have a likely significant effect on traffic or associated other environmental effects, such as noise and air quality, on these main roads – which is in line with what we presented during our statutory public consultation last year. This is because we do not expect the predicted increase in construction traffic would be noticeable in the context of the existing volumes of traffic using those roads.

Similarly, the addition of A3210 Kingsdowne Road, part of the A240 Ewell Road, and the A240 Tolworth Broadway to the construction traffic routes is not expected to result in additional likely significant effects as a result of changes to traffic movements, either overall or locally.

However, our initial appraisal concludes that the increased number of HGVs and the longer construction duration could result in likely significant traffic effects at Beaufort Road, Burnell Avenue, Dysart Avenue and Dukes Avenue. This is because these are local roads that currently experience relatively low volumes of traffic, so the proposed increase in HGVs during the longer construction period could have a likely significant effect compared with what was presented during our statutory public consultation.

During our statutory public consultation last year, we reported that there would be likely significant effects on recreation and human health near the Burnell Avenue worksite due to the combined effect of construction activities on traffic, noise and vibration, air quality, along with their visual and recreational effects. The longer construction timetable for the Burnell Avenue worksite and the increase in HGVs along nearby local roads could increase the impacts on recreation and human health, which would remain as likely to be significant.

We will continue to look at measures that could help mitigate these effects during the construction period, with these being set out in the project's Code of Construction Practice, forming part of our application for development consent.

As we explained during our statutory public consultation last year, the main possibility of combined impacts would be if construction for our project and the River Thames Scheme (a major flood protection and environmental project being developed by the Environment Agency and Surrey County Council along the River Thames between Egham and Teddington) happened at the same time. The possible combined impacts of other nearby projects will be published in the Environmental Statement next year.

Planning policy and open space

We are also carrying out an assessment of the project's impacts on open space from a policy perspective.

Our ongoing open space assessment shows that more land south of Burnell Avenue would be impacted than previously proposed because of the changes to the permanent infrastructure near Burnell Avenue and the revised maintenance requirements. A full assessment of the project's impacts on open space will be included in our application for development consent in early 2027.

Likely significant environmental effects

In an Environmental Impact Assessment (EIA), likely significant effects are the anticipated important consequences of a project for a particular environmental aspect (such as noise and vibration, air quality, or traffic and transport) on what are called 'receptors', which may include species, people, properties and so on. The approach to assigning significance to an environmental effect takes into account many factors including legislative requirements, guidance and expert judgement.

The aim of the EIA is to ensure that projects are designed and implemented in a way that reduces harm to the environment and communities. Consideration is given to how likely significant effects could be avoided, prevented or reduced. Where it is not possible to reduce (or 'mitigate') a likely significant effect then enhancement, compensation or offsetting would be considered instead.

Information about our assessment methods is available in the PEIR and PEIR Non-Technical Summary published during our statutory public consultation last year. More information about assessment approaches will be provided in our Environmental Statement, which will be submitted with our application for development consent.

The Development Consent Order process

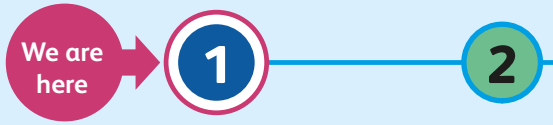
In December 2023, we received a Section 35 Direction from the Secretary of State, confirming that the TDRA project should be treated as a project of national significance. This means we must seek powers to build the project through a Development Consent Order (DCO) application.

The Planning Act 2008 sets out the legal framework for applying for, examining and determining DCO applications. The timeline on the right hand page shows the six stages of a DCO application.

There are several ways to engage in the process, as set out in the timeline. The PINS website contains useful information about the Development Consent process and how to be involved, at **national-infrastructure-consenting.planninginspectorate.gov.uk/having-your-say-guide**

Acceptance

Following submission of our DCO application, PINS has 28 days in which to formally accept the application. It will consider whether the proposal meets the standard required to be examined and whether sufficient information has been provided by the Applicant. A key consideration during the acceptance period is whether we, the Applicant, have consulted adequately. Our Consultation Report and any adequacy of consultation submissions from local authorities will inform PINS' decision whether to accept or not.



Pre-application

Before submitting our DCO application, we're required to carry out public consultations on our proposals. We held a non-statutory consultation in autumn 2023, and a statutory consultation in 2025.

We've a duty to have regard to all consultation responses and to summarise these in a Consultation Report, to be submitted with our DCO application, currently planned for early 2027. We'll use this document to explain how feedback has been considered in the design of the project.

The Consultation Report will be submitted, alongside all other relevant documentation required to support our DCO application. Our application will be made to the Planning Inspectorate (PINS), which will examine the application on behalf of the Secretary of State.

3

Pre-examination

Once an application has been accepted, an Examining Inspector (or panel of Inspectors) will be appointed by PINS to be the Examining Authority. The application will be formally advertised, and copies of the application documents will be published on the PINS website. Relevant local authorities automatically become "Interested Parties". Members of the public, people with an interest in land, and organisations and interest groups can register as an Interested Party within a 28-day minimum registration period, which gives them the right to submit written representations and to request the right to speak at any hearing.

A Preliminary Meeting will take place to consider procedural matters as to how the application will be examined and an examination timetable will be set. There is no statutory timetable for this pre-examination stage, but it usually lasts around three months.

4

Examination

Examination starts the day after the close of the Preliminary Meeting and must be completed within six months. The Examining Authority will invite Interested Parties to submit their views, they will hold hearings, and they will carefully consider all the evidence submitted. Examination is primarily a written process that is focused on written representations, in contrast to a public inquiry, with hearings only being held on selected issues where the Examining Authority deems this necessary.

5

Recommendations and decision

The Examining Authority must prepare a report, including a recommendation on whether to grant or refuse development consent, within three months of the close of the Examination. The Secretary of State then has a further three-month period in which to consider the recommendation and make the final decision.

6

Post-decision

A six-week period follows the decision of the Secretary of State during which any decision may be challenged in the High Court by way of judicial review.

You can find more information about the DCO process on the Planning Inspectorate's website: **planninginspectorate.gov.uk/application-process/the-process**

How to find out more and have your say

We're holding an **in-person public information event** where you can find out more about the changes we're proposing at **land near Burnell Avenue**. This will take place on **Tuesday 2 June 2026,** from **2pm** to **8pm** at **St Andrew's Church Hall, Church Road, Ham, TW10 5HG**.

Sometimes event venues may be subject to change at late notice for reasons out of our control. We'll publicise any changes on our consultation website and via other channels.

We're also hosting **an online information event** on **Monday 8 June 2026**, from **midday** to **1pm**, which will include a presentation from the project team summarising the latest proposals, the consultation process, and how you can provide your feedback. Attendees will also have an opportunity to ask questions of the project team. You can register for this event via **thames-sro.co.uk/events**.

You can provide your views on our latest proposals for land near Burnell Avenue by:

- filling in our online feedback form which you can find on our website at **thames-sro.co.uk/TDRA/haveyoursay2026**
- emailing us at **TDRA@ipsos.com**
- writing to us, free of charge, at **FREEPOST TDRA CONSULTATION**

Printed consultation booklets, feedback forms and Freepost envelopes are available to collect from our public information event; and from **Ham Library**, **Ham Street, Ham, TW10 7HR** (please check opening hours before visiting); or they can be posted to you on request. If you'd like further assistance or support, you can contact our dedicated engagement team by calling **0800 316 6899**. Pre-addressed envelopes are available where there are printed feedback forms. No stamp is needed.

All responses must be received in writing by **11.59pm** on **Thursday 18 June 2026**. Responses received after that date may not be considered. We cannot guarantee acceptance of consultation responses submitted via other channels. Any personal information submitted to us during consultation will be processed in line with our privacy policy, which can be viewed at **thameswater.co.uk/legal/privacy-notice**.

Information for those with land affected by the project

The project's draft Order limits identify the land that we currently think we'd need to deliver the project. This includes the land we may need temporarily – for example, to carry out construction activities – and the land we may need permanently to accommodate and maintain the new project infrastructure, including new tunnels and pipelines under the ground.

They're called 'Order limits' because that is how they would be known in an application for a Development Consent Order (DCO). For more information on the DCO process, see page 16 of this booklet.

Most of the land needed permanently would either be within the existing Mogden Sewage Treatment Works (STW) site or deep underground. Only a relatively small amount of above-ground land outside Mogden STW would be needed permanently for the new infrastructure – for example, the proposed intake and outfall structures near Teddington Weir. In addition, we'd need to acquire permanent rights over a small amount of land to allow us and third parties, such as utility companies, to access and maintain any new or diverted assets.

We're proposing some changes on land near Burnell Avenue and at Beaufort Road and are sharing these as part of this supplementary public consultation.

We'll publish our updated Order limits as part of our DCO application and we'll write to landowners and affected parties again at that point if their property is included within the DCO Order limits.

Next steps for landowners and affected parties

We know a project of this size and complexity can cause concerns for those whose land or property is potentially affected. We're committed to making ourselves available to understand concerns and answer questions. For further information, or if you have queries related to land and property, consider contacting our dedicated Land and Property team using the information below.

Our Land and Property team will also be available to answer questions at our in-person public information event on **Tuesday 2 June 2026** at **St Andrew's Church Hall, Church Road, Ham, TW10 5HG**. Your feedback is important to us, and we encourage you to respond to our consultation so we can better understand your views on the project and how it might affect you. Visit our website to fill in our online feedback form or see page 18 to find out about other ways to provide your feedback.

Contact our land and property team

If you have an interest in land affected by the project, and would like to find out more, please contact our Land and Property team via **property.TDRA@ thameswater.co.uk**.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