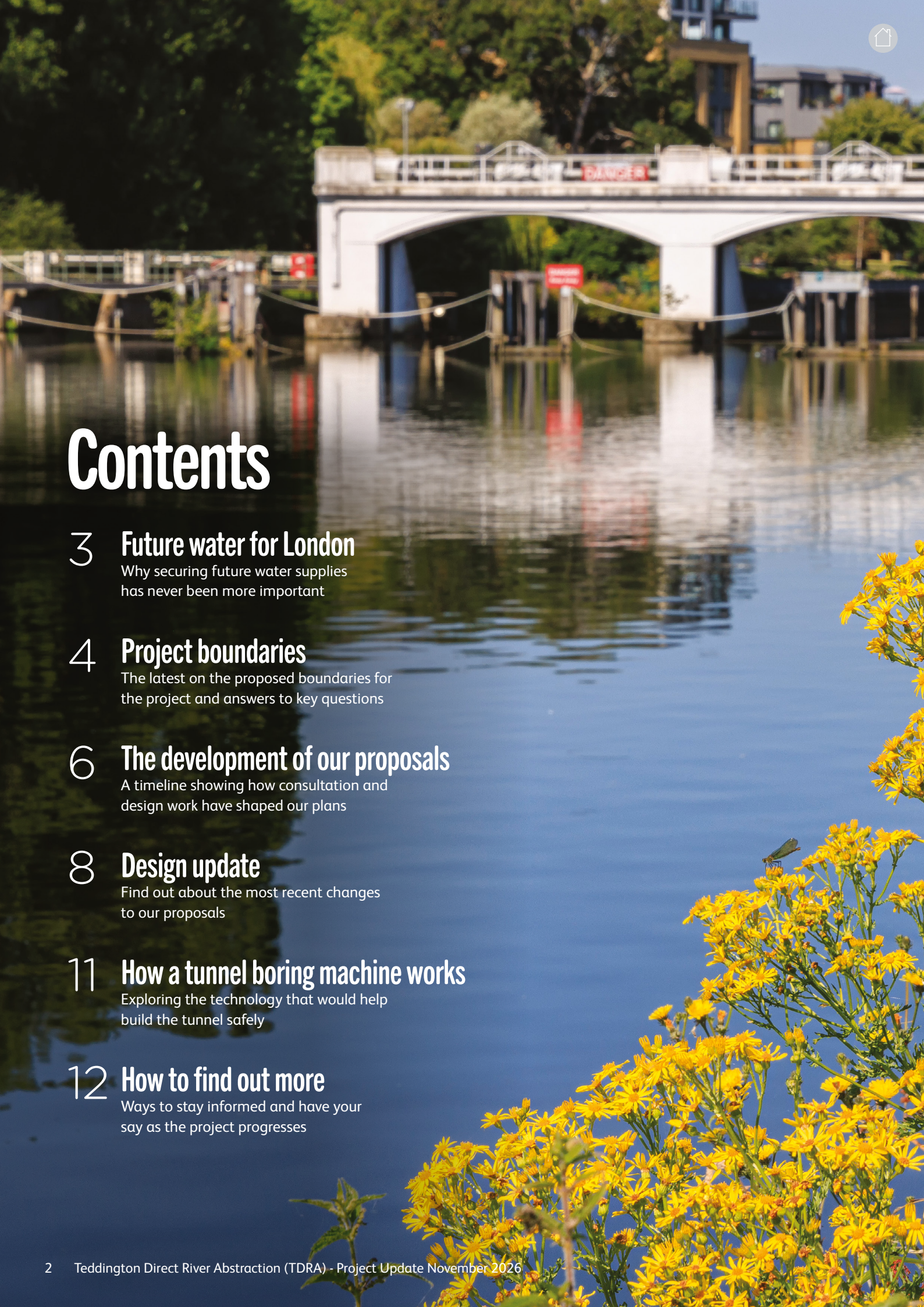
NEWSLETTER

PROJECT UPDATE
November 2026

Teddington Direct River Abstraction





Contents

3 **Future water for London**
Why securing future water supplies has never been more important

4 **Project boundaries**
The latest on the proposed boundaries for the project and answers to key questions

6 **The development of our proposals**
A timeline showing how consultation and design work have shaped our plans

8 **Design update**
Find out about the most recent changes to our proposals

11 **How a tunnel boring machine works**
Exploring the technology that would help build the tunnel safely

12 **How to find out more**
Ways to stay informed and have your say as the project progresses



Future water for London



Forward from
Leonie Dubois
Delivery Director - Consents and Place, Thames Water

This summer has provided a powerful reminder that climate change is already influencing how we manage and protect water supplies. Hotter, drier summers are becoming more frequent, making it increasingly important that we invest now in the water infrastructure needed to support future generations.

Despite recent storms and periods of wet weather, London and the South East remain in drought. Rivers, reservoirs and groundwater sources remain below where we would normally expect them to be for this time of year. Reservoir levels in London are currently only 55% full, despite recent rainfall.

The current drought developed over many months and recovery will also take time. Although the weather is now cooler, there has not yet been enough sustained rainfall to replenish water resources across the capital. During the first three weeks of October, rainfall for London was only 28% of the long-term average.

The temporary use ban remains in place across London. Since the hosepipe ban was introduced, household demand has reduced by about 2 – 3% and we want to thank customers for helping to save significant volumes of water during a period when reserves have been under pressure. We will remove restrictions as soon as conditions allow, but at present we do not expect that to be for some time.

Autumn and winter are now critically important to help replenish water storage levels. A key concern is not only the current drought, but the possibility that water resources do not fully recover before next spring. We are continuing to monitor conditions closely and plan ahead should dry conditions persist.

We are also working hard on tackling leakage. Our teams are currently fixing more than 1,000 leaks every week and we have increased frontline leakage specialists by 18% compared with last year. Alongside repairs, we are investing £20 billion between 2025 and 2030 to modernise and upgrade our network, helping to further reduce the risk of leaks.

Although the summer has ended, water saving remains important. We must prepare for the possibility of further droughts next year and in the years ahead.

All of this underlines the importance of the Teddington Direct River Abstraction project (TDRA). Designed to provide additional resilience during times of drought, the project could supply up to 75 million litres of water a day across the capital when required, helping to keep the taps flowing for Londoners during periods of prolonged dry weather.

We recognise that building new infrastructure is not easy and can have impacts on local communities. That's why we remain committed to listening, engaging openly and working closely with residents, landowners and stakeholders throughout the project's development. While there are balances to strike, we believe the long-term benefits of securing future water supplies make this an important investment in London for generations to come.

In this edition of our newsletter, we've focussed on tunnelling and subsoil. You can also read more about these topics on our website at: **thames-sro.co.uk/TDRA**

We're also holding an online webinar on **Wednesday 18 November 2026 at 7pm**. Our project team will explain how we'd build the tunnel and how we'd avoid impacts on land and properties. You can register via our website, at: **thames-sro.co.uk/events**

Thank you for your continued engagement and support during what remains a challenging period for water resources across London.

Best wishes, Leonie



Project boundaries

Over the last few years we've been going through a process of developing plans for the Teddington Direct River Abstraction (TDRA) project, whilst carrying out extensive environmental surveys, public consultations and having detailed discussions with stakeholders. All the feedback we've received has helped shape our proposals.

We've now updated the proposed boundaries for the project – within which the new structures, tunnels, pipelines and water treatment equipment would be built. In summary:

- **We've narrowed the corridor within which the new tunnel between Mogden Sewage Treatment Works and an outfall structure close to Teddington Weir would be built**

- **We've updated the areas we're proposing to use within the existing Mogden Sewage Treatment Works**

- **We've updated the project boundaries within which we'd build and operate the new outfall and intake structures and pipelines on land near to Burnell Avenue**

We're still intending to submit our application for development consent to the Planning Inspectorate in spring 2027, seeking permission to build and operate the project.





What do we mean by the project boundaries?

The project boundaries , or 'draft Order limits', identify the land that we're seeking permission to use to build, operate and maintain the TDRA project. They include land we'd only need temporarily, such as construction sites, and land we'd need permanently, such as for the new intake and outfall structures close to Teddington Weir or the subsoil beneath the ground needed for the proposed new tunnel.

What if I own land or property within the project boundaries?

We'd only seek to acquire land, most of which would be deep underground, if the project is granted permission to proceed.

If you have an interest in land within the project boundaries, we'll write to you directly. We have a dedicated team available to help.

Any compensation payments would be assessed under the national compensation framework. The government advice is set out in its Land Compensation Manual, available at gov.uk/government/publications/the-land-compensation-manual

It's also worth noting that if our application for development consent is accepted by the Planning Inspectorate, anyone, including those with an interest in land within the project boundary, can be involved in the pre-examination and examination process by registering as an 'Interested Party'. You would need to fill out a registration form and make a relevant representation during the relevant representation period (which follows an application for development consent). Further information can be found at: gov.uk/guidance/nationally-significant-infrastructure-projects-how-to-register-to-have-your-say-and-make-a-relevant-representation

If you have any questions about your land or property, please contact our property team at **property.TDRA@thameswater.co.uk** or you can call us on **0800 316 6899.**



The development of our proposals for the project over time

Autumn 2023	Public consultation on initial site options.	We consulted the public on our emerging proposals for the project.
Autumn 2024	We published an update sharing our revised proposals for the project.	By changing the proposed tunnelling method for the project, we were able to remove five intermediate shafts from our plans, reducing impacts on the people and environments in which they were to be located. We moved the tunnel's starting point to the west side of the existing Mogden Sewage Treatment Works, and now propose to remove all excavated material from our worksite in Mogden Sewage Treatment Works.
June to August 2025	Public consultation on our proposals for the project.	We held a public consultation asking for views on our plans for the project, including the proposed infrastructure and construction worksites, and Preliminary Environmental Information Report (PEIR).
May to June 2026	We published an update on our plans and held a public consultation on draft proposals near Burnell Avenue and Beaufort Road.	We held a public consultation on new proposals relating to land near Burnell Avenue and Beaufort Road, including changes to how we'd carry out construction activities there and the likely environmental effects of those changes, including from construction traffic. We also confirmed, alongside the public consultation, that we'd removed the planned intermediate shaft at Ham Playing Fields from our proposals, and fixed the position of the outfall structure (as an in-river structure rather than on the riverbank) and confirmed our approach to connecting to the Thames Lee Tunnel.
September 2026	Targeted consultation on Mogden Sewage Treatment Works, Chertsey Road, and the A316 Country Way.	We proposed moving the new tertiary treatment structures and both tunnel shafts further to the south, within the existing boundaries of Mogden Sewage Treatment Works. We also proposed work to a gas pipeline on the A316 Chertsey Road and a vehicle holding area off the A316 Country Way.
November 2026	Project boundaries updated	We've updated the project boundaries to include all the land we currently propose to use, temporarily or permanently, to build, operate and maintain TDRA.
Spring 2027	Application for development consent	We'll submit our application to the Planning Inspectorate.


NUNKI

Design update

Having considered all of the feedback received during our 2026 public consultations, we're now confirming the following changes to our proposals:



Within the existing Mogden Sewage Treatment Works:

We've made several changes to our proposals, including:

- Moving the proposed new tertiary treatment structures to the south of the existing site.
- Moving the interception shaft, which would connect the treated water to the new tunnel and provide access to it once built, to the south of the site, alongside the tertiary treatment structures.
- Changing the position of the tunnel drive shaft and the alignment of the proposed new tunnel to run along the southern edge of the site - these changes would reduce the risks of disrupting the treatment works' day-to-day operation while the shaft and tunnel were being built.
- We've made small changes to the project boundaries in a few areas around the Treatment Works to ensure that we're only including the areas we think we need to build and operate the project.

The changes would mean more excavation works at the Mogden Sewage Treatment Works site, and as a result more construction vehicle movements than we'd estimated previously.

We'd look to avoid, reduce or mitigate the impacts of these changes in a number of ways, including using noise barriers close to excavation works and careful management of construction traffic.



A316 Chertsey Road:

Where the tunnel would pass under the A316 near the River Crane, we'd need to strengthen an existing gas pipeline. This would mean temporary works for roughly three months, expected in early 2029. We'd maintain access to properties throughout the works and publicise any temporary lane, footway or bus stop changes in advance.

Vehicle holding area:

We'd use about 60 metres of the existing layby off the A316 Country Way, near Kempton Park, for up to three lorries waiting to enter Mogden Sewage Treatment Works. Checks on drivers and vehicles would take place there, helping to manage construction traffic at the Mogden Sewage Treatment Works worksites.

Land near Burnell Avenue and Beaufort Road:

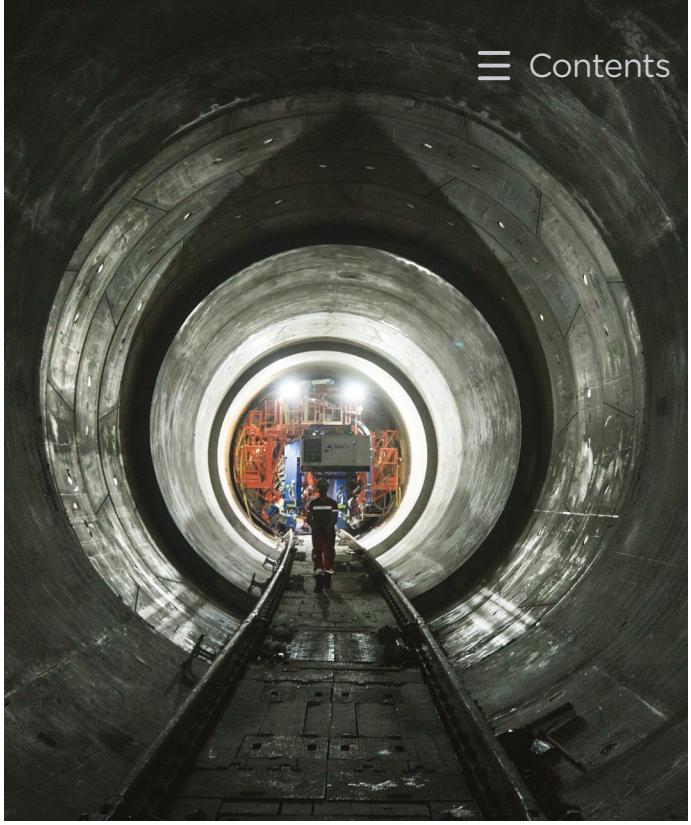
Following our public consultation on our updated proposals that took place between May and June 2026, we're now reviewing the feedback we received and considering how we can best avoid, reduce or mitigate construction impacts here, particularly from lorry movements. We'll share more detail as our plans progress.

If you'd like to find out more about any of these proposals, or the wider project, please visit our project website, at: **thames-sro.co.uk/TDRA**, or email us, at: **info.TDRA@thameswater.co.uk**

Narrowing the proposed tunnelling corridor

The biggest change to the project boundaries relates to the route of the proposed tunnel. It would carry highly treated recycled water from the new tertiary treatment plant (TTP) at Mogden Sewage Treatment Works to a new outfall structure near Teddington Weir. The proposed corridor within which the tunnel will be built is now much narrower than the one published in 2025. Ground investigation surveys and further design work have helped us refine the tunnel route more precisely, meaning fewer properties are now within the proposed corridor.

At the same time, the proposed tunnelling corridor needs to be kept wide enough so that adjustments to the exact tunnel alignment can be made once the detailed tunnel design and construction planning is complete at the beginning of the construction phase.



What this means if you live above the tunnel corridor

If your home or land is above the proposed tunnel corridor, we may need to acquire some of the ground deep beneath it, known as 'subsoil'. Under English property law, freehold ownership usually includes the ground below the surface.

We've recently written to everyone we believe holds such an interest in subsoil.

We'd only need to acquire subsoil if the project is granted permission to proceed through the development consent order process.

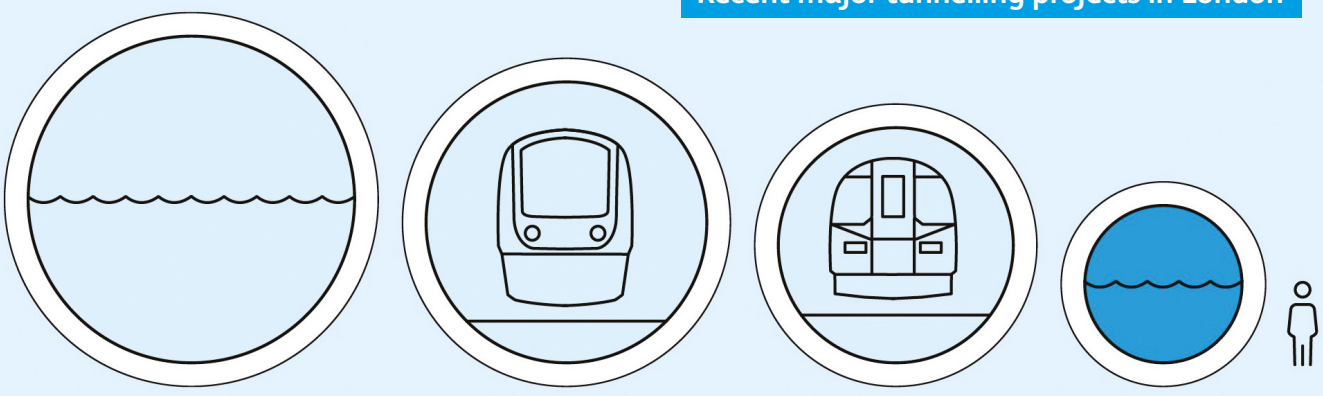
We know that the idea of a tunnel under your home could be worrying. In the next section of this Project Update, we explain the steps we'd take to carry out tunnelling safely and in such a way that avoids damage to nearby properties.

Building the tunnel safely

We're proposing to create the new tunnel using a tunnel boring machine, a tried-and-tested tunnelling method used often for major projects across London and elsewhere.

Tunnel boring machines are designed to limit disturbance to the surrounding ground, making them well suited to tunnelling beneath homes, roads and gardens in built-up areas.

Recent major tunnelling projects in London



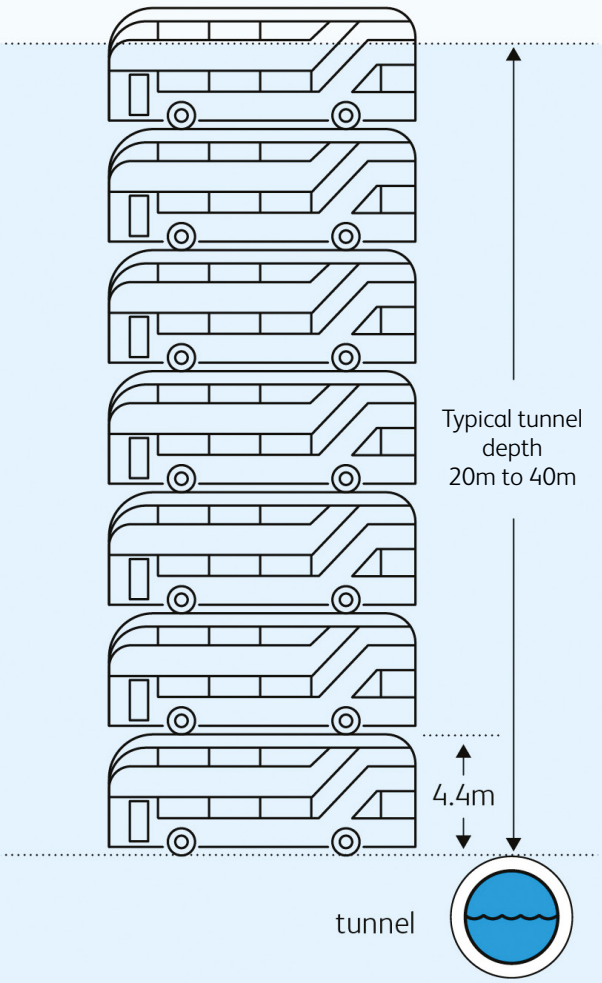
Thames Tideway tunnels 7.2m internal diameter completed in 2023

Elizabeth Line tunnels 6.2m internal diameter completed in 2015

Northern Line Extension tunnels 5.2m internal diameter completed in 2017

Main Teddington Direct River Abstraction tunnel 3.5m internal diameter

Approximate depth of the main Teddington Direct River Abstraction tunnel



Deep:

The tunnel would be between 20 to 40 metres below ground along most of its route, and between 40 to 60 metres deep within Mogden Sewage Treatment Works.

Relatively small:

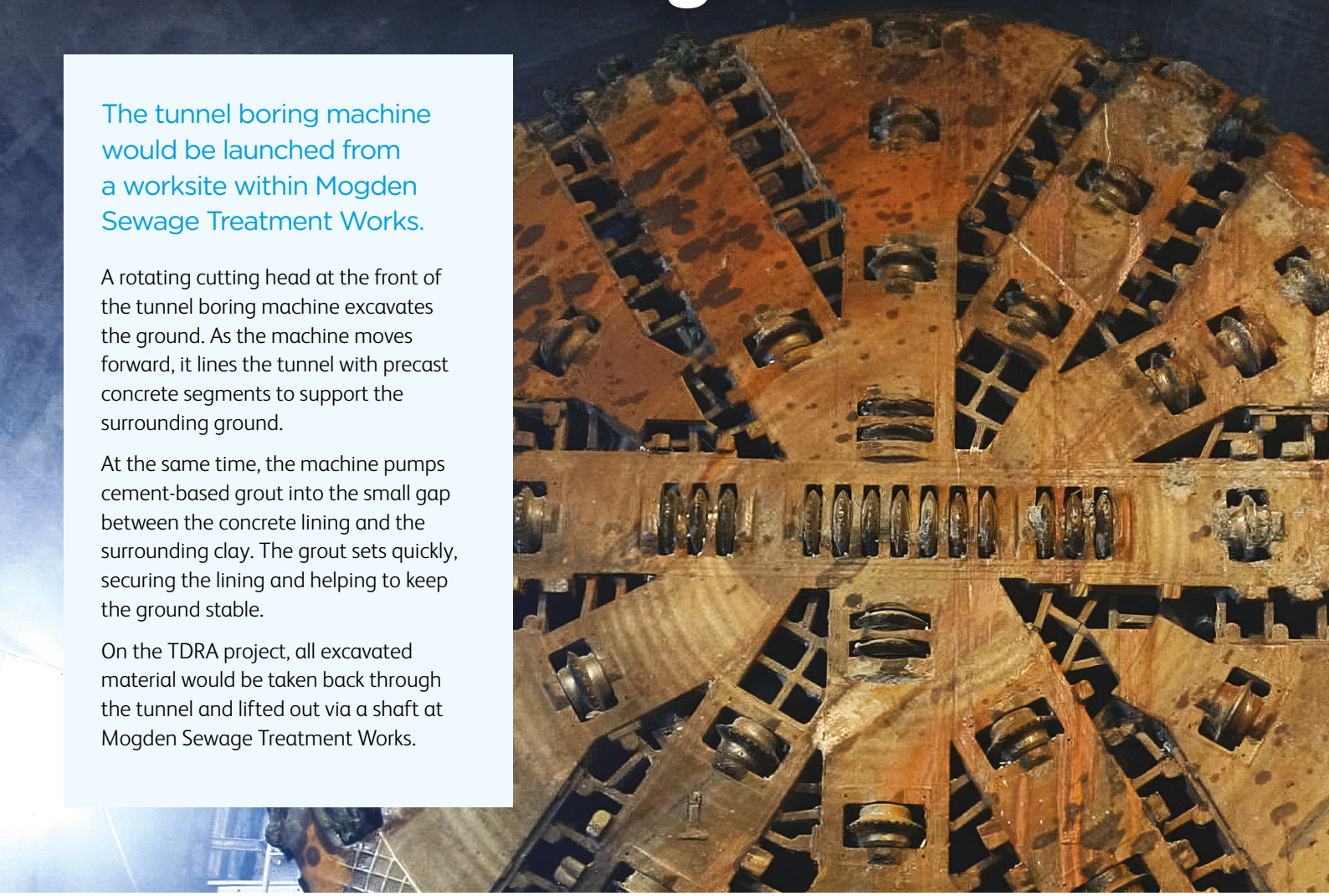
The tunnel would have an internal diameter of up to 3.5 metres, about half the size of the Thames Tideway Tunnel.

Stable ground:

It would be built in London Clay, the most stable ground in London for tunnelling.

The depth of the tunnel greatly reduces any risk to properties above, and it's highly unlikely that building it would have any significant impact on homes or land above. There's more information about the steps that we'd take to protect properties on the following page.

How a Tunnel Boring Machine works



The tunnel boring machine would be launched from a worksite within Mogden Sewage Treatment Works.

A rotating cutting head at the front of the tunnel boring machine excavates the ground. As the machine moves forward, it lines the tunnel with precast concrete segments to support the surrounding ground.

At the same time, the machine pumps cement-based grout into the small gap between the concrete lining and the surrounding clay. The grout sets quickly, securing the lining and helping to keep the ground stable.

On the TDRA project, all excavated material would be taken back through the tunnel and lifted out via a shaft at Mogden Sewage Treatment Works.

How we'd protect properties above the tunnel

We'd take a careful, step-by-step approach to avoid, reduce or mitigate any potential impacts.

Before tunnelling:

- We'd carry out ground surveys and settlement assessments so our tunnelling methods are designed for local ground conditions.
- We'd offer pre-construction defect surveys of properties, where appropriate, to record their condition before any work starts.

During tunnelling:

- We'd most likely use an "earth pressure balance" tunnel boring machine, which balances the pressure of the earth and water around it and supports the ground as it excavates.
- We'd line the tunnel as we go, to support the ground immediately.
- We'd reinforce the ground around the tunnel if needed, to provide extra stability.

Monitoring throughout:

- We'd monitor the tunnel lining, the surrounding ground and properties at the surface, to detect even very small movements.
- We'd use pre-tunnelling survey records to identify any changes caused by the works, such as hairline cracks, so these can be addressed.

How to find out more

Join our webinar

We're holding an online webinar on Wednesday **18 November 2026 at 7pm**. We'll explain how we'd build the tunnel, how we'd work to avoid impacts on land and properties, and answer your questions.

You can register at **thames-sro.co.uk/events**. If you can't make it, we'll publish a recording on our website.

View our project boundary maps

You can view the draft project boundary maps, along with our Guide to Acquiring Subsoil on our website, at **thames-sro.co.uk/TDRA**

Development Consent Order application

Because the government has designated TDRA as a Project of National Significance, we need to apply for a Development Consent Order (DCO). We expect to submit our application to the Planning Inspectorate in spring 2027.

If the Planning Inspectorate accepts our application, anyone will have an opportunity to register their views. We'll let you know how to get involved.

Subscribe to our TDRA project mailing list

- Receive the latest updates straight to your inbox: visit **thames-sro.co.uk/subscribe** or scan the QR code on the right.
- For general queries about TDRA, email **info.TDRA@thameswater.co.uk**
- For questions about your land or property, email **property.TDRA@thameswater.co.uk** or call **0800 316 6899** (24-hour answerphone)



16379 10/26