

Grand Union Canal Transfer Phase Two Public Consultation



Grand Union
Canal Transfer
Moving water together

February to April 2026





About this consultation

Thank you for taking part in our Phase Two Public Consultation on the proposed Grand Union Canal Transfer scheme.

In this consultation, we're presenting proposals for the scheme that have been updated since our Phase One Public Consultation which took place in Autumn 2024. You can read the documents and outcomes from our Phase One Public Consultation on our website at: www.guctransfer.co.uk/consultation.

This brochure provides information on the work and studies that have shaped the proposals for the scheme to enable you to have your say. We've provided information on the type of infrastructure we'll need to construct and included details on how some elements of this infrastructure may look. We've also provided information on the key benefits of the scheme and how we're looking to manage any likely impacts of the scheme.

We'd like to hear what you think about our proposals, so please tell us about any ideas, local knowledge, or concerns you may have. Hearing from our communities, landowners, and other stakeholders is a central part of the development of the scheme, and we encourage you to get involved in this second consultation. Details on how to take part are provided at the end of this brochure, on page 104.

We'll consider all your feedback as we further develop our proposals and the design of our infrastructure.

This consultation takes place from **Wednesday 11 February 2026** and closes at **11:59pm on Thursday 2 April 2026**. Please make sure all your responses are in by the closing date and time.



Grand Union Canal, near Milton Keynes



Moving water together

The Grand Union Canal Transfer is a vital new scheme to bring water from the Midlands to the Southeast.

It's a joint water transfer project between two water companies, Severn Trent and Affinity Water, and the Canal & River Trust (the Trust) charity, who are the owner and navigation authority of the canals in England and Wales.

This partnership is crucial to securing a sustainable and reliable water supply for the future, which is currently under increasing pressure from population growth, climate change and the need to protect our environment.



Severn Trent

Severn Trent is one of the largest regulated water and sewerage companies in the UK, providing water and waste services to more than 4.5 million homes and businesses in the Midlands, from the outskirts of Bristol to the southern suburbs of Sheffield.



Canal & River Trust

The Trust is the UK's largest canal charity, caring for a 2,000-mile network of historic canals and navigable rivers, attracting 800 million unique visits to the network and supporting 80,000+ waterway dependent jobs. Its canal network is used by more boats now than at the peak of the Industrial Revolution and connects many of the UK's urban and rural areas, providing essential spaces for wildlife and people, helping us all feel happier and healthier. It manages several existing water transfer schemes.

Affinity Water

Affinity Water is the UK's largest water-only supply company. It provides, on average, 950 million litres of water each day to more than 3.8 million people in parts of Bedfordshire, Berkshire, Buckinghamshire, Essex, Hertfordshire, Surrey, the London Boroughs of Harrow and Hillingdon and parts of the London Boroughs of Barnet, Brent, Ealing, and Enfield.



Key information about the scheme

We're working together to develop the Grand Union Canal Transfer, which will secure future drinking water supplies, protect the environment, ensure future water availability for canal navigation, and unlock investment in our communities, now and in the future.

How will the scheme be funded?

The project partners are exploring different models for the funding, construction and operation of the scheme, as required by Ofwat (the water industry regulator which Affinity Water and Severn Trent fall under). Models involving third parties have been used on other projects and Ofwat is keen that we explore similar options for this scheme. The scheme would ultimately be funded through Affinity Water customers' bills.

The scheme will:



Strengthen the UK's water infrastructure and create a legacy of resilient water resources



Promote healthy communities through a sustainable supply of public drinking water



Create opportunities for strategic partnerships within the water sector/industry



Invest in the resilience of the canal network for the benefit of communities, today and for future generations



Sustain and protect existing historic features and settings along the canal



Incorporate sections of the historic Coventry, Oxford and Grand Union Canals as part of the transfer route



Protect, care for and enhance the environment



Enable economic growth through the creation of local jobs and new skills



Help secure the future of the historic Coventry, Oxford and Grand Union Canals





Why do we need this scheme?

As well as the benefits of transferring water for customers, there are opportunities at many locations along the scheme to bring further long-term improvements to the environment, local communities, canal customers and users.

As we develop our proposals, we're exploring opportunities for additional benefits by talking to you about the scheme and understanding the potential impacts our plans may have on your local communities and the environment.

Drivers for the scheme:



For our water resources:

The scheme will strengthen the UK's water infrastructure and create a legacy of resilient water resources to supply customer drinking water and support canal navigation.

It will protect the future drinking water supply on behalf of communities and maintain existing drinking water supplies to accommodate for future population growth.

The scheme will recycle readily available treated wastewater, transfer it via the canal, treat it, and supply it to customers' taps where it's needed.

It will also help promote wider resilience in the Anglian Water region by allowing Affinity Water to reduce its share of abstraction from the Grafham reservoir system.



For our environment:

Our water supply is under increasing pressure from population growth, climate change and the need to protect fragile ecosystems.

The scheme is key to reducing our reliance on water from other sources, including from unique chalk stream habitats.

It will explore ways to leave the environment in a better state than we find it by enhancing biodiversity, and has the potential for providing new and improved habitats for species already present along the scheme's route.

By using the existing canal infrastructure sustainably, the scheme reduces the need to build additional infrastructure, which has overarching carbon benefits.



For our communities:

The scheme will explore opportunities for enhancements to the recreational value of the canal network and local areas north and south of its route.

This will bring benefits to the people visiting, living and working on and by the canals, and those within the pipeline and treatment work areas.

The scheme will support jobs and the local economy, during and after construction.



For our canal customers and users:

The Trust's 250-year-old canal network is being adversely affected by climate change events such as floods and droughts.

The scheme will increase the resilience of the canal network during times of drought, by delivering a year-round supply of water from the Midlands to the Southeast, when the usual feed of water for navigation could run low.

We're exploring ways to enhance the ageing canal infrastructure along the route to improve its resilience against climate change, helping to secure its long-term sustainable future, keeping it open and alive, resilient and safe, and maximising its value to people, nature and the economy.

It will also provide a revenue stream for the Trust through a new commercial arrangement with the water companies, to enable improvements to the existing canal network and secure its benefits, now and in the future.



How our water system works

Where does our clean water come from?

The water that comes out of your tap at home can be sourced from many locations including rivers, groundwater aquifers, reservoirs, and, in some places, directly from the sea. The water is then cleaned or 'treated' to remove contaminants from industry or agriculture, to make sure it's safe to drink. Teams of expert scientists sample our water daily to make sure there are no harmful substances in the water to ensure it's safe to use and drink.

How does clean water get to our homes?

Clean water is delivered to customers through an extensive network of underground storage tanks, water towers and pipes which carry water to taps in your home. When we open the tap, the pressure in the pipes pushes the water out.

The safety and quality of our drinking water is, and always has been, a top priority for the water companies, and the water they provide is some of the highest quality in the world. The Drinking Water Inspectorate was formed to provide independent reassurance on the quality of this drinking water in the UK.

Water recycling process

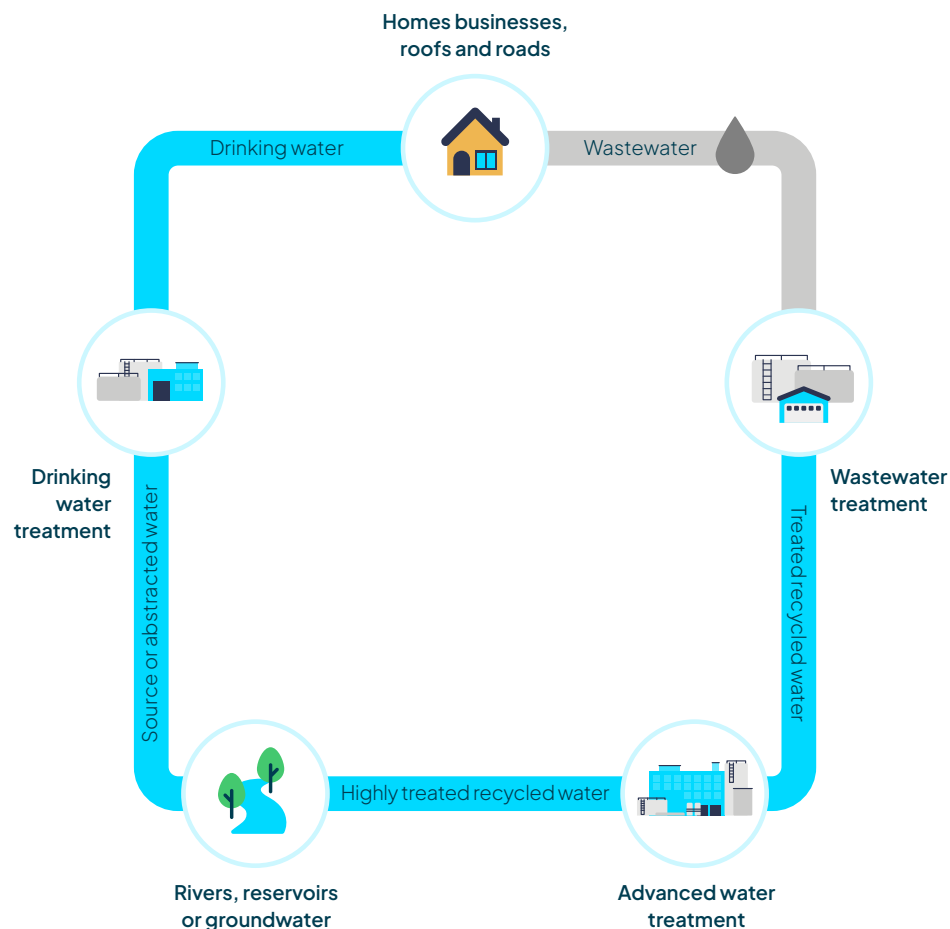
In going about our everyday lives, we use a lot of water for washing, cooking, going to the toilet and much more. Together with rainwater that runs off roofs and roads, this water is known as wastewater.

The wastewater is collected and goes through a rigorous treatment process at a wastewater recycling centre. After the final treatment, the recycled water is clean and can be returned to a watercourse for the cycle to repeat. This process is shown opposite.

Water is tested at every part of its journey to make sure that it meets high-quality standards. Using recycled water (once it's treated to drinking water standards) for customer use is already happening in some parts of England, as well as having a long history of use in Singapore, Australia and across the USA.

Find out more at:
<https://www.dwi.gov.uk/water-recycling/>

Water recycling





The importance of Water Resources Management Plans

Regional plans

Across England and parts of Wales, five regional water groups now work together to secure the long-term balance of water supply and demand. Each group brings together the local water companies, regulators, major abstractors, environmental bodies and wider stakeholders to craft a single regional plan.

Water Resources West (WRW) which includes Severn Trent, and Water Resources South East (WRSE) which includes Affinity Water, have prepared and consulted on their regional plans, setting out details about water supplies for their regions. These regional plans both select the Grand Union Canal Transfer scheme as a new water resources solution, to be in use by the early 2030s.

Find out more about the WRSE's regional plan at: <https://www.wrse.org.uk/library/?category=theregionalplan>

Find out more about the WRW's regional plan at: <https://waterresourceswest.co.uk/water-resources-west-final-regional-plan>

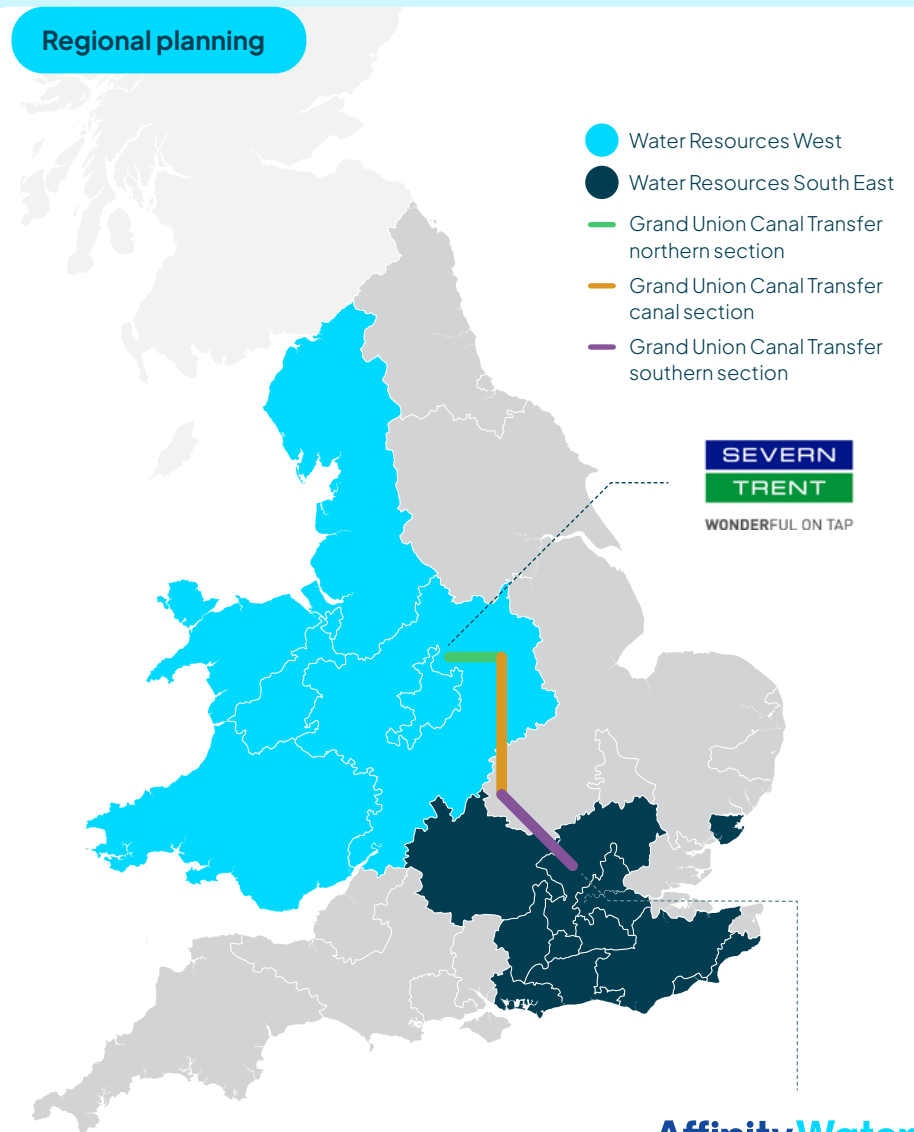
Every five years, water companies in England and Wales produce a Water Resources Management Plan (WRMP). These plans are part of water companies' statutory duty to set out how they'll supply water in their area over the next 25 years.

Water company plans are required to align with the regional plans. The Grand Union Canal Transfer is a combination of two Strategic Resource Options (Minworth and GUC), and forms part of the Affinity Water and Severn Trent WRMPs.

Find out more about Affinity Water's WRMP at: <https://www.affinitywater.co.uk/corporate/plans/water-resources-plan>

Find out more about Severn Trent's WRMP at: <https://www.severntrent.com/about-us/our-plans/water-resources-management-plan/>

Regional planning



AffinityWater



What are we proposing?

The scheme will transfer highly treated recycled water from the Midlands to the Southeast to ensure future drinking water supplies for the region, and to strengthen the UK's water infrastructure.

We're proposing to start our scheme at the existing Minworth Wastewater Recycling Centre (WwRC) near Birmingham, where water is planned to be transferred via a new underground pipeline to an outfall near Atherstone in Warwickshire.

It'll then begin its journey along the Coventry, Oxford and Grand Union Canals, where we'll need to build some additional infrastructure and modify some existing infrastructure. The water from Minworth's WwRC is treated recycled water, which would usually be discharged into the River Tame. Under the scheme, some of this recycled water will be diverted to a new Advanced Water Treatment Plant (AWTP) to bring it to the required quality for transfer through the canal and to ensure the safeguarding of fish and wildlife is maintained.

Once it's been transferred through the canal network, the water will be piped from the canal, stored and treated again at a proposed new water treatment works near Great Brickhill, southeast of Milton Keynes. It'll then be transferred via a new underground pipeline as clean drinking water into Affinity Water's supply network for customers, from an existing covered reservoir near Luton.

'Highly treated recycled water' refers to water that has been treated in the Advanced Water Treatment Plant ahead of being transferred as part of the scheme. You can read more about this on page 27.

Grand Union Canal Transfer route overview

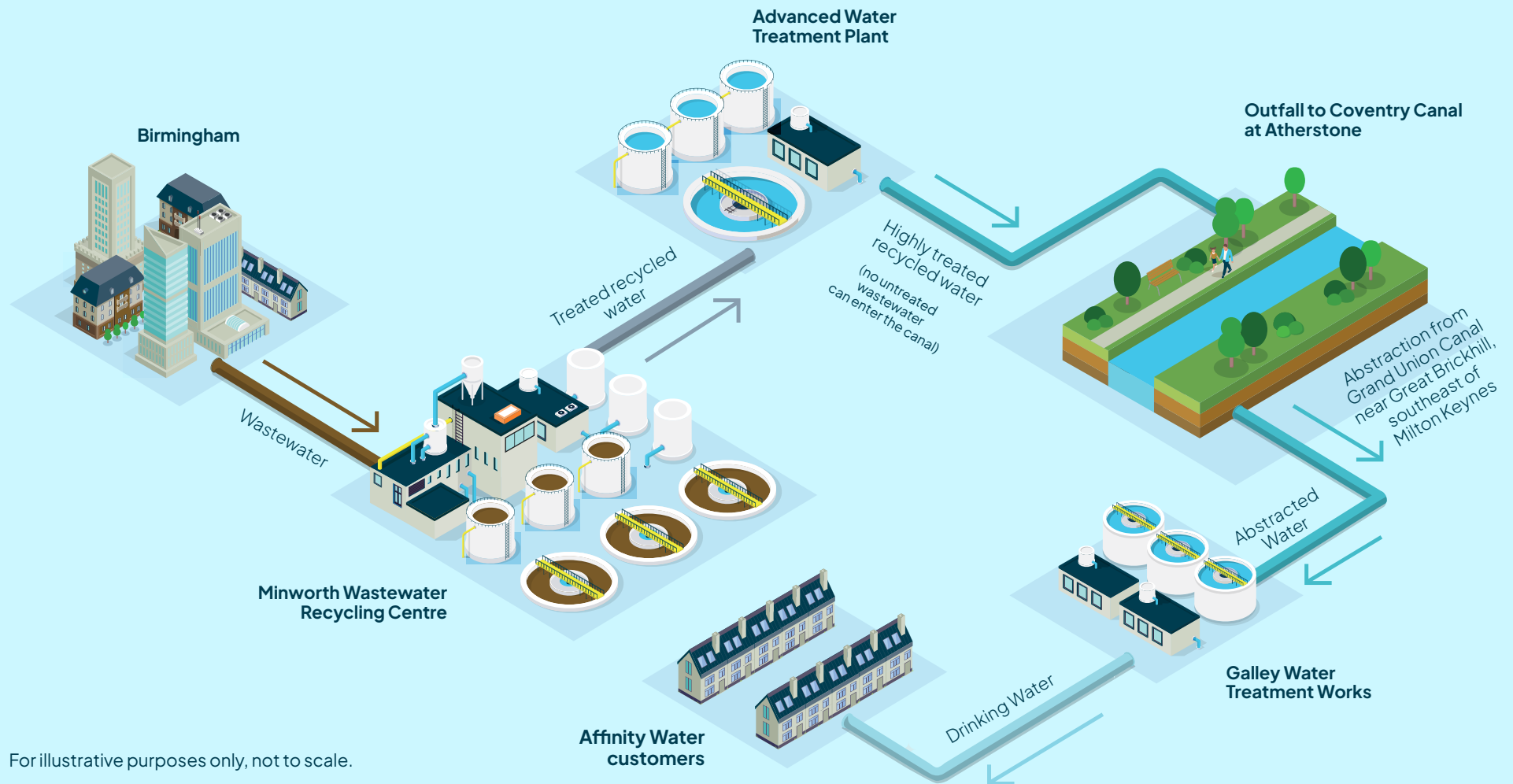


Legend

- Advanced Water Treatment Plant
- Outfall
- Abstraction structure, water treatment works and water storage
- Existing covered reservoir
- Canal section (a map of the individual infrastructure we'll need along the canal can be seen on page 47)
- Pipeline



A step-by-step overview of the scheme



For illustrative purposes only, not to scale.



Navigating this document

We've divided the scheme into three sections in this brochure, to help explain our proposals, and to enable you to navigate the information and provide feedback on it to inform our designs.

The sections are:



Northern section



Canal section
(including Daventry
and Drayton Reservoirs)



Southern section

As shown on the overview map on the next page, each section of the route is highlighted by a different colour and includes the key aspects of the scheme.

The Preliminary Order Limits

The Preliminary Order Limits are the anticipated boundaries of the area within which the scheme may be constructed, operated and maintained, and are the potential maximum extent of land currently thought to be necessary to construct and operate the scheme.

The maps in this brochure show our Preliminary Order Limits as a red line. These limits are currently in draft, and we'll refine these in response to feedback received during this consultation, via ongoing engagement, and as a result of further design development. We'll share the updated Order Limits when we submit our Development Consent Order (DCO) application. We'll also continue our ongoing engagement with affected landowners in the meantime. You can learn more about our DCO application process further on in this brochure, on pages 109 and 110.

In the canal section, our Preliminary Order Limits have both indicative 'work' and 'non-work' areas. The work areas set out the land which we anticipate will be needed for work associated with the scheme. The non-work areas are areas of land along the canal where no works are proposed, but will be required to operate and maintain the scheme (such as stretches of the canal where no works are proposed but will still form part of the overall water transfer).

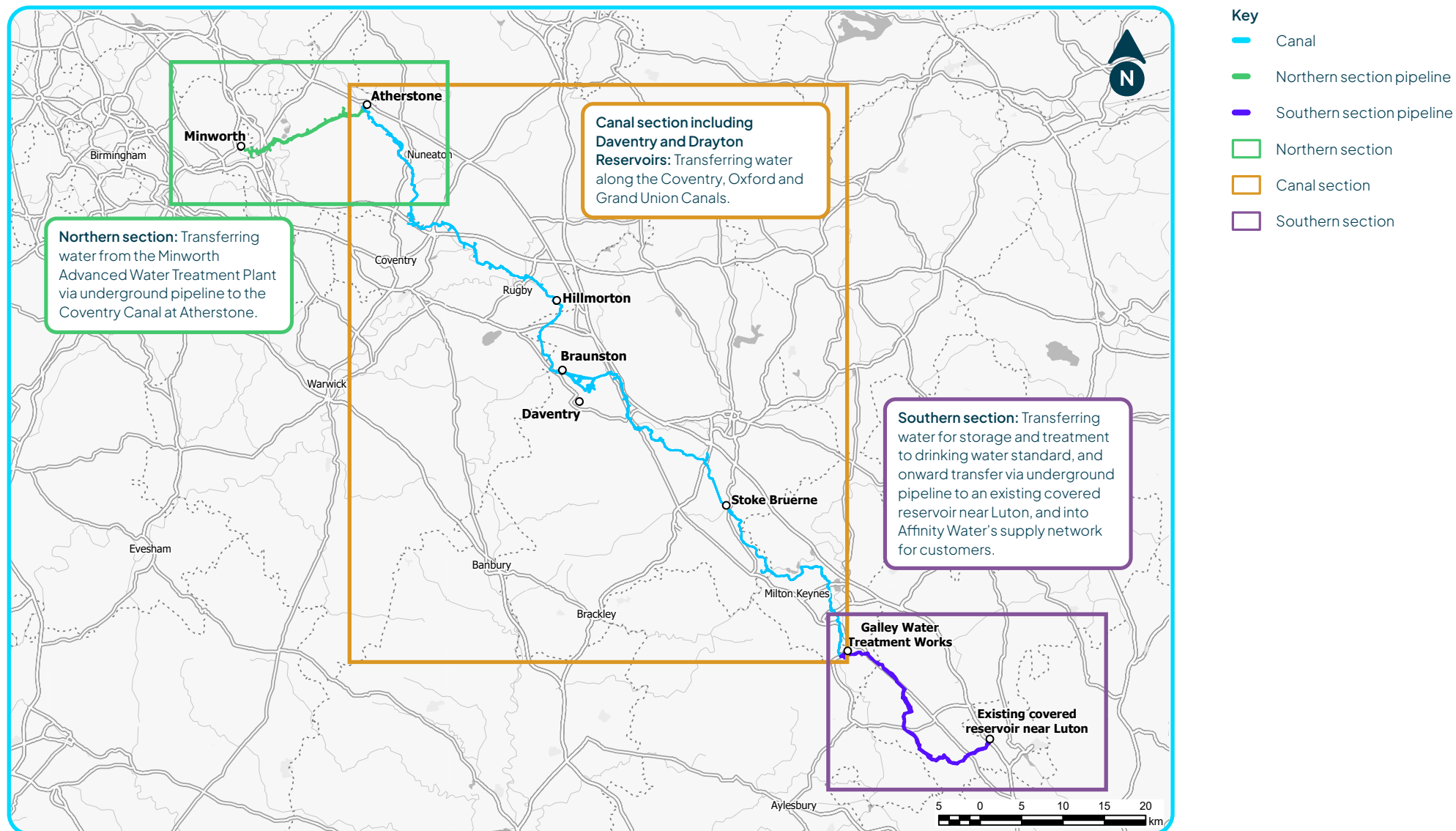
Larger scale maps

You can view larger scale, more detailed maps via the interactive map on our website: www.guctransfer.co.uk. You can also view our scheme's dedicated map book on our website, or request hard copy maps from our team via the contact details on page 104.





To help you identify the main areas of the scheme, we've split it into three key sections which will be explained in more detail later in this brochure.



For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



How much water will be transferred?

The amount of water we need to transfer via the scheme will change throughout the year. This is because it'll depend on the amount of water Affinity Water needs at any given moment, as well as other factors, such as managing the impact of diverting a proportion of Minworth's current flow into the River Trent (via the River Tame), or the level of storage in reservoirs along the transfer route.

The scheme has been designed to allow for a maximum flow of 115 million litres per day to be transferred - that's the equivalent of approximately 46 Olympic swimming pools. However, for the majority of days in the year, the amount of water transferred per day will be much less than this.

During the winter months, we would expect the average flow to be around 23 million litres per day, while during summer, or drier periods, we may need to transfer water flows in the region of 50 to 80 million litres per day to accommodate for the greater demand in water. Flows above 80 million litres per day will only be required during prolonged drought conditions (which we'd only expect to see very occasionally, even when climate change is considered) or during exceptional operational events.

Despite this additional water being transferred through the canal, we'll ensure that water flow speeds don't exceed a maximum of 0.3 metres per second (or 0.6 miles per hour). This is in line with the Trust's requirements, even where there are restrictions such as bridges, or areas where there are a large number of moored boats (which can reduce the effective width of the canal).

Learning about water flow along the Llangollen Canal

We visited the Llangollen Canal in North Wales in summer 2025, to undertake a trial exploring how water flow impacts navigation along the canal. This canal is used as a water transfer by United Utilities, taking water from the River Dee to Hurleston Water Treatment Works, where, after cleaning, it supplies around 330,000 people. It's a great working example of a water transfer using a canal, demonstrating how historic infrastructure can be used to move water to areas of need.

The Llangollen Canal, although not an exact replica of the scheme's canal network, provides the closest real-life working comparison. Our trial clearly demonstrated that transferring water down the canal at a similar rate we would use for the Grand Union Canal Transfer scheme, had no significant effect on how non-powered craft, such as kayaks and paddleboards, navigate and handle. Although the effect of the flow can be felt by powered craft, it does not detract from the overall boating experience.

You can find out more about what we learned during our trial in our video on our website: www.guctransfer.co.uk, which includes interviews with the volunteers and footage taken along the Llangollen Canal.



Navigation trial on the Llangollen Canal



Where we are



How the scheme is being developed

We began our early development work in 2019 to understand how the scheme would work, and the infrastructure required to facilitate it.

In 2024, the Secretary of State for the Environment, Food and Rural Affairs determined that the scheme is of national significance and directed it into the Development Consent Order (DCO) regime.

This means that, due to the scheme's size and importance, we must apply to the Secretary of State via the Planning Inspectorate, for a special type of consent known as a development consent order, for the scheme to be constructed, operated and maintained.

This is granted in the form of a DCO.

The DCO process

The DCO process is a bespoke consenting route for certain major infrastructure schemes considered to be of national significance. The process puts an emphasis on early engagement with communities and stakeholders, to allow for the opportunity to influence a scheme before a DCO application is submitted to the Planning Inspectorate.

The scheme has a dedicated page on the Planning Inspectorate's website, which shows the current stage and status of the scheme, and you can also sign up to receive updates when further information is added to the website: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/WA0210001>.

You can read more about the DCO process on the National Infrastructure Planning website at <https://national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide>.

RAPID

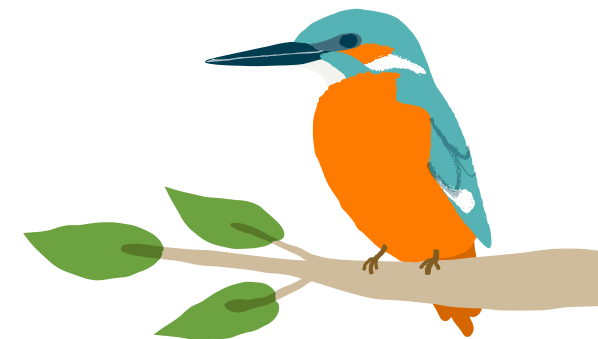
As well as the DCO process for gaining development consent, our proposals are overseen by the Regulators' Alliance for Progressing Infrastructure Development (RAPID).

RAPID is a partnership made up of the three water regulators: Ofwat, Environment Agency (EA) and Drinking Water Inspectorate (DWI). It was set up in 2019 in response to the scale of water resource challenges and was formed to help facilitate the development and funding of new, large-scale strategic water supply options by the water companies.

RAPID has implemented a 'gated' regulatory process which includes regular checkpoints to make sure all new strategic water supply options are considered in a fair, transparent and consistent way, ensuring customers' money is spent wisely.

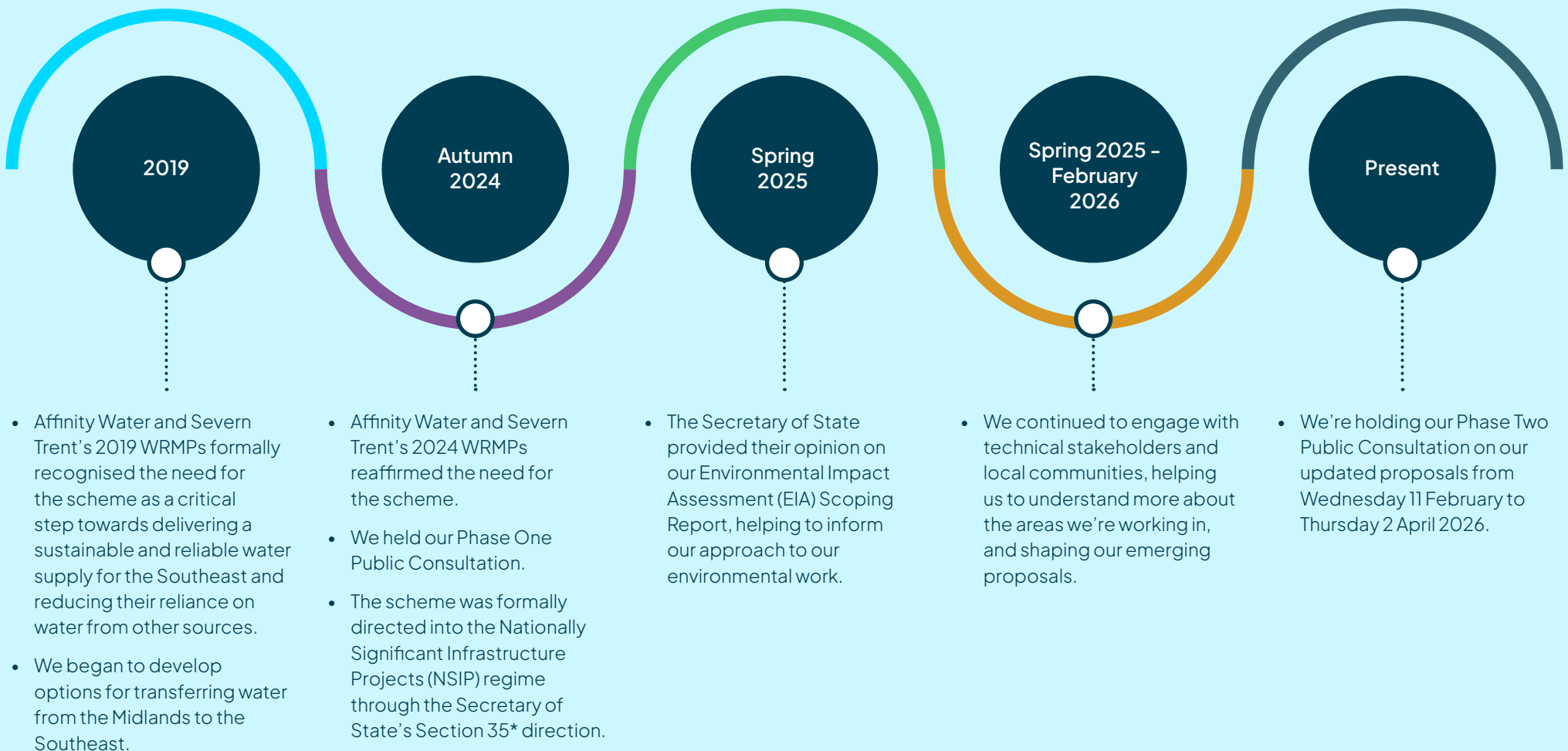
We've developed the scheme through the RAPID gated process, and made submissions to the water company regulators setting out the technical work and assessments to explore the feasibility and cost of the scheme.

You can find out more about RAPID here: <https://www.ofwat.gov.uk/regulated-companies/rapid/>





What's happened so far



**The Section 35 direction under the Planning Act 2008 allows the Secretary of State to designate the scheme as a project of national significance, ensuring it follows a thorough planning process with clear stages and timescales due to its importance to the nation.*



Our Phase One Public Consultation in 2024

In autumn 2024, we held our Phase One Public Consultation, contacting around 21,000 stakeholders and local communities along the scheme's route, speaking to over 780 people at our events and receiving 482 consultation responses.

We presented the early proposals for the scheme and gathered views and feedback to inform our proposals. Since then, we've continued our engineering and design work and environmental assessments and had ongoing discussions with landowners and other stakeholders, all of which has helped to shape the next stage of development for the scheme.

You can read more about how we considered your feedback in our Phase One Public Consultation Report and how both your feedback and further assessment work has helped us make decisions on some of the key aspects of the scheme in our Scheme Development and Options Report, which are both available to view on our website at www.guctransfer.co.uk/consultation.

You can also look back at the proposals we presented at our Phase One Public Consultation in our consultation document, which is available to view at www.guctransfer.co.uk/consultation.

A summary of how we used the feedback from our Phase One Public Consultation is set out on the next pages.





Feedback summary

Across the whole scheme

Theme	 Feedback	 How the feedback has helped shape our proposals
Environmental impacts	Respondents wanted us to consider how the scheme can be delivered in a way that not only manages impacts on the environment and wildlife, but encourages biodiversity along the route, 'Biodiversity Net Gain' (BNG), and to carry out environmental assessments to ensure the environment is protected.	Since our Phase One Public Consultation, we've carried out a huge amount of environmental work as part of the Environmental Impact Assessment (EIA) across several areas including ecology, water quality, flood risk, cultural heritage, air quality and traffic and transport. We've prepared a Preliminary Environmental Information Report (PEIR) which is available as part of our Phase Two Public Consultation. This presents initial assessments of the scheme's potential environmental impacts, and how we'll manage these, including considering local wildlife and mitigating traffic impacts. You can view the PEIR on our website at www.guctransfer.co.uk/consultation.
Impacts on the community	Respondents expressed concerns that the scheme would impact their local areas without bringing any benefits to them, because they don't live or work within Affinity Water's supply area. Concerns were also raised around the potential impacts of construction on local communities, including members of the canal community (boaters, residents, businesses, towpath users and anglers). Respondents also questioned what measures would be put in place to manage these impacts.	We've developed a document outlining our approach to social value for the scheme, available to view at: www.guctransfer.co.uk/consultation. This explores opportunities for enhancements to the environmental and recreational value of the canal network and the local areas north and south of the route. Our focus on social value will benefit people visiting, living and working on and by the canals, as well as those within the pipeline and water treatment work areas. Building on a successful trial event, we're planning to engage with local schools and colleges in STEM programmes based around the scheme and, in the longer term, we're planning to support jobs and the local economy during and after construction. We recognise the disruption that construction can cause for local communities, however temporary this may be. We're currently working on our plans for construction to ensure we avoid and reduce these impacts wherever possible. Our outline* Construction Environmental Management Plan (CEMP) will ensure that, throughout the construction period, any activities that may cause dust, noise or vibrations are controlled, and any impacts effectively managed. In addition, our outline Construction Traffic Management Plan (CTMP) will be prepared for the DCO application which will ensure that any impacts on local roads are controlled and managed. Our preliminary outline CEMP is available to view on our website at www.guctransfer.co.uk/consultation. The outline CEMP and CTMP will be submitted as part of our DCO application. You can read more about how we'll manage construction on different parts of the scheme (including installing pipelines, constructing our new water treatment works and working along the canal) on pages 92 to 96.

*Outline refers to a framework into which further information will be added.



Feedback summary

Northern section

Theme	Feedback	How the feedback has helped shape our proposals
Siting of the Advanced Water Treatment Plant (AWTP)	Respondents highlighted concerns about the impacts of the Minworth AWTP upon Minworth and nearby residential areas, such as Curdworth. Respondents suggested alternative, already discounted sites, such as Water Orton Beds, should be used instead. Concerns were also raised around the mental health impacts that may be caused by noise and air pollution from its construction, and how these impacts would be mitigated. Respondents expressed concerns about the operation of the AWTP, regarding potential emissions and odours from the plant during operation.	We chose the existing Minworth site for the location of our AWTP from the outset of the scheme's design, because it requires less additional pipework and pumps compared to other sites. It also allows for the use of existing infrastructure. This site is already owned by Severn Trent, and this will minimise the need for any further land to accommodate its construction. All these benefits outweigh the other sites proposed by respondents and our chosen site for the AWTP remains at the existing Minworth site. Our preliminary outline CEMP contains measures and guidelines to control and mitigate any construction activity that may result in dust, noise, odour or vibrations. An outline CEMP will be submitted as part of our DCO application, and we'll be required to adhere to the guidelines and measures to mitigate construction impacts. We'll aim to reduce these impacts wherever possible. As part of our EIA, we're assessing the likely potential significant effects of the operation of the AWTP, and exploring opportunities to avoid, reduce and mitigate them. You can view our initial assessments in the PEIR on our website at www.guctransfer.co.uk/consultation.
Positioning of the northern pipeline route near Hurley	Respondents expressed concern that the northern pipeline route from the Minworth AWTP to Atherstone was too close to Hurley.	We've looked carefully at the route for the northern pipeline and carried out further technical and environmental assessments. We're now proposing a new route south of Hurley, through open farmland to avoid impacting the village. See pages 32 to 34 of this brochure for our updated proposals.
Atherstone pipeline route	Respondents provided a great deal of feedback about the two options we presented for our outfall location at Atherstone. They raised concerns that Option 2, for the pipeline to run through Atherstone, would result in congestion along Coleshill Road and significant impacts on local homes and businesses. Concerns were also raised that Option 1, for the pipeline to run through Atherstone Golf Course, would cause damage to the golf course and local woodland.	We've chosen to progress with Option 1 and have carried out more work to identify a route for the pipeline that will minimise impacts on both Atherstone Golf Course and the local woodland, in recognition of the concerns raised over its potential impacts on the area which is widely used by the local community. Our proposed route also avoids directly routeing through any areas of ancient woodland. Our decision to take forward Option 1 was influenced by the feedback received from Atherstone residents regarding the impacts Option 2 would have on those who live on or use Coleshill Road. We recognise that Option 1 significantly reduces the potential impact on Atherstone, when compared with Option 2. See pages 37 to 41 of this brochure for our updated proposals.



Feedback summary

Canal section

Theme	 Feedback	 How the feedback has helped shape our proposals
Impact on navigation	Respondents were concerned that the additional volume of water to the canal, as part of the scheme, would risk increasing the flow to a level where boating activities might become unsafe.	We've continued to work to understand the likely flows across the canal and are now looking at designing mitigations to ensure this flow rate is not exceeded, to ensure ease of navigation along the canal. We've determined that the impact of the scheme upon water flows will be minor and should not significantly impact the overall boating experience. We'll also be required to ensure flow speeds remain below 0.3 metres per second (0.6 miles per hour), as dictated by the Trust's guidance. The slight increase in flow as a result of the scheme will increase the supply of water to the canal. This will help to increase the resilience of the canal network during times of drought by delivering a year-round supply of water, including at those times when the usual supply of water for navigation, from reservoirs and other sources, could run low. In summer 2025, we visited the Llangollen Canal in North Wales to undertake a trial exploring how transferring water flow impacts navigation along the canal. You can read more about this on page 12.
Impacts on water quality in the canal	Respondents raised concerns about impacts on the quality of the water within the canal, and pollution to the waterways.	Water going into the canal as part of the scheme will have been treated at the new Minworth AWTP, which will bring it to the required quality for transfer through the canal, to safeguard fish and wildlife. The purpose of the new AWTP is specifically to ensure that the water being transferred meets the required quality standards of the existing canal. That means that the water leaving the Minworth site will already be suitable for discharge into the canal network. There is no physical way for untreated wastewater from the existing Minworth WwRC to enter the canal as part of this scheme. Although the wastewater recycling centre does handle untreated water, this system isn't directly connected to where the highly treated recycled water from the AWTP will enter the canal. There are also no storm tanks or combined sewer overflows involved in this scheme so no untreated or partially treated water can enter the canal via the pipeline outfall. You can read more about this process on our website at www.guctransfer.co.uk.



Feedback summary

Canal section (continued)

Theme	 Feedback	 How the feedback has helped shape our proposals
Impacts on character and heritage	Respondents highlighted the need to ensure any infrastructure along the canal does not result in any negative visual impacts in the surrounding area, and that any additional infrastructure is in keeping with the surrounding areas. Respondents highlighted the need to protect specific heritage assets near to the canal, and their use as a basis or benchmark for the design of other infrastructure in the area.	We're taking into account the focus of the feedback on areas of historic interest and heritage along the canal as we refine our proposals. We'll also ensure our designs are in accordance with our scheme's design principles, to cover all buildings and above ground structures within the scheme along the canal section, which you can view on our website at: www.guctransfer.co.uk/consultation and learn more on page 24. We're working closely with Historic England along with experts within the Trust to ensure our proposals take account of the canal's historic features and setting.
Impacts on flooding	Respondents queried how we're assessing and managing the potential risk of flooding along the canal, as a result of the increased water flow.	As part of our EIA, we're carrying out a flood risk assessment which assesses any likely potential significant impacts the scheme will have on flood risk in surrounding areas, and the measures we can take to avoid and reduce this where necessary. An initial overview of this flood risk assessment is available in Chapter 22 of the Preliminary Environmental Information Report (PEIR) available on our website at www.guctransfer.co.uk/consultation . Our initial assessments show that the scheme will not create any additional flood risk.



Feedback summary

Southern section

Theme	 Feedback	 How the feedback has helped shape our proposals
Southern water treatment works and water storage site options	Respondents provided a great deal of feedback relating to the 'sites with greater potential' we identified for our water treatment works and water storage. These included views on which site was preferable, as well as site-specific challenges and opportunities. Suggestions were also made for alternative sites we should consider.	We've fully considered the 'sites with greater potential' alongside one another, as well as worked to understand more about the potential impacts of each site and how these could be managed. We've carried out further assessments and surveys to help us decide which site is most appropriate for the water treatment works and water storage and considered again the alternative sites that were proposed at the beginning of our Phase One Public Consultation. As a result of the above considerations, we've selected Site B, near Great Brickhill, southeast of Milton Keynes, to take forward for further consultation in our Phase Two Public Consultation. You can read more about the preparatory work we've carried out to help us select this site in our Scheme Development and Options Report available on our website at www.guctransfer.co.uk/consultation. See pages 79 to 84 of this brochure for our updated proposals.
Southern pipeline corridor route options	Respondents provided comments on the southern pipeline route options from the sites with greater potential, including where they felt the route would be disruptive to communities or individual properties. Respondents also commented on the proposed common pipeline corridor route, particularly regarding its potential impact on the Chilterns National Landscape and National Trust land, with some comments suggesting alternative routes through Dunstable should be taken forward.	As a result of our decision to select Site B near Great Brickhill, southeast of Milton Keynes, as our proposed site for the water treatment works and water storage, we've now further developed the pipeline corridor from this site to the existing covered reservoir near Luton, which you can see on pages 85 to 88. Since our last consultation we've carried out environmental assessments to consider the areas we're proposing to route the pipeline corridor through, and have considered any constraints along the corridor such as utilities, environmental sites or existing buildings which may determine where the pipeline can or can't be routed. The area of land between Eaton Bray and the existing reservoir near Luton is heavily constrained – either by the existing development at Dunstable or by the Chilterns National Landscape. We haven't progressed a route through Dunstable due to engineering challenges and impacts on residential and business properties. We're therefore proposing to route the pipeline corridor through the Chilterns National Landscape. The sensitivities of working within the National Landscape, and ensuring we minimise impacts on this environment, are recognised and these will be an important part of ongoing design work, as well as continuing engagement with stakeholders in the area. In areas of sensitivity, we're proposing to use trenchless construction techniques to reduce disruption on the landscape. You can read more about these on page 94. After the pipeline has been constructed, land will be reinstated to its previous use.



Our updated proposals



Our Phase Two Public Consultation

We've continued to engage with our stakeholders and local communities since our Phase One Public Consultation in 2024. This has included meeting environmental bodies, landowners, local authorities and parish councils to gather further information and understand any key issues or ongoing concerns.

We've also continued to engage with those who live and work on and along the canal and canal users to inform the development of our proposals, to ensure we're sensitive to the canal environment and community.

We've now reached the next important milestone where we can share our updated proposals and more details about the scheme. Our Phase Two Public Consultation will take place for seven weeks from Wednesday 11 February to Thursday 2 April 2026.

We're consulting as part of the pre-application stage of the DCO process. Consulting before we submit our application is important, because it gives communities and stakeholders

the opportunity to comment on our proposals while they're still at a formative stage.

As part of our informed approach to how we consult with our stakeholders and communities, we've prepared a Statement of Community Consultation (SoCC) in consultation with the relevant local authorities for the scheme. This sets out how we'll consult, what we'll consult on, and how people can have their say on our proposals.

You can view this document at: www.guctransfer.co.uk/consultation.

As part of our work to develop our proposals, we're undertaking an Environmental Impact Assessment (EIA). This requires us to submit an Environmental Statement along with our DCO application. Our EIA is currently underway and, as part of this consultation, we've prepared a Preliminary Environmental Information Report (PEIR) to describe the environmental setting of the scheme and our preliminary assessment of its potential environmental effects.

We've also presented this information in our PEIR Non-Technical Summary (NTS), which uses non-technical language to describe our assessment of the potential environmental effects of the scheme.

You can view the PEIR and PEIR NTS on our website at www.guctransfer.co.uk/consultation.

We've set out our proposals for our Phase Two Public Consultation by section:



Northern section



Canal section
(including Daventry and Drayton Reservoirs)



Southern section

As you read the rest of this document, we welcome your feedback on all aspects of the scheme including, but not limited to:

- Our proposals for the new Advanced Water Treatment Plant at Minworth
- Our proposals for the new Galley Water Treatment Works and water storage
- Our proposals for new infrastructure and other work along the canal section
- Our proposals for the pipelines at the northern and southern ends of the scheme
- Our PEIR and our proposed mitigations for anticipated impacts
- Our proposals for our construction approach and our proposed mitigations to reduce disruption to local communities



Our draft design principles

We've developed our draft design principles for the scheme across five themes. These are Safe and Well, Climate, People, Place and Value.

These principles set out our design philosophy and will be used to help develop more specific scheme-wide, location and site-specific principles as our design progresses, including our canalside design principles.

As part of this consultation, we've published our Draft Design Principles Document which explains in further detail what the principles represent, the key considerations for each one, and how they should be factored into the scheme's design.

The design principles for the scheme will help ensure we blend any new buildings, such as the new water treatment works, into the local environment. Along the canal corridor, the design principles will consider and respond to the local context, including the canal's industrial heritage, the surrounding natural landscape, and the cultural stories of the communities along its route. These principles serve as a checklist to

guide the design of canalside buildings and structures, to ensure that new interventions are locally appropriate and connected to their setting.

We'll further develop our draft design principles following this consultation, taking on board any feedback we've received.

We'll submit them as part of our DCO application to explain how we've incorporated them into our final design for the scheme. They'll be further developed after this point.

You can read our Draft Design Principles Document on our website at: www.guctransfer.co.uk/consultation.



Have your say!



Do you have any comments on the draft design principles we've developed for the scheme?

Our draft design principles

Safe and Well

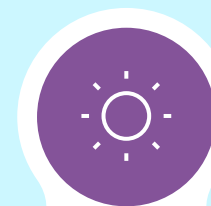
- Public safety and wellbeing
- Safe and healthy environment for our workers

Climate

- Nature knows no boundaries
- Resource and carbon efficient
- Resilient and adaptable

People

- Understand and take account of community needs
- Engage widely, early and meaningfully
- Improve access and inclusion



Place

- Consider and reflect local contexts
- Protect nature and promote its recovery
- Design all features beautifully and appropriately, with honesty and creativity
- Enhance the visitor experience
- Respond to historic canal context

Value

- Maximise embedded value
- Understand how to provide additional value
- Capture and measure embedded and additional value



Northern section

Our proposals



Northern section

Transferring water from Minworth to the Coventry Canal at Atherstone

We're proposing to start our scheme at the Minworth Wastewater Recycling Centre (WwRC) near Birmingham, where highly treated recycled water is planned to be transferred via a new underground pipeline to Atherstone in Warwickshire. Water will then enter the Coventry Canal at a new outfall location east of Atherstone Golf Course.

Minworth WwRC lies to the northeast of Birmingham between the villages of Minworth and Curdworth. It's the city's principal WwRC, treating wastewater across Birmingham and the Black Country.

In addition to using this existing centre at Minworth, we'll need to build an Advanced Water Treatment Plant (AWTP) on the same site to recycle wastewater and bring it to the required quality for transfer through the canal.

You can read more about the preparatory work we've carried out to look at selecting a site for our AWTP and establishing a pipeline corridor in our Scheme Development and Options Report, available on our website at www.guctransfer.co.uk/consultation.



What have we done...



Since our Phase One Public Consultation?

- To make sure the water going into the canal is the right standard, we've carried out smaller-scale experiments to understand the effectiveness of different treatment processes on the water already treated through the recycling process.
- We've also built a pilot plant (a scaled-down version of the planned AWTP) at Minworth, which was commissioned in February 2025 and will operate for at least 12 months. We'll continue to consider a variety of the treatment options and look at any incoming water quality variations we might experience during different seasons.
- We've carried out ecology surveys, topographical surveys, physical ground investigation surveys and flood risk assessments on site to understand the best location for buildings and treatment processes.
- As a result of ongoing investigations and the feedback we've received from our Phase One Public Consultation, we've updated the proposed footprint for the AWTP.
- We've removed our proposal for a wetlands area on the AWTP site, because our surveys and assessment work determined it would have a negative environmental impact on the wide diversity of flora and fauna already established there.

You can find out more about our pilot plant trials on our website at www.guctransfer.co.uk.

Our planned infrastructure

Minworth Advanced Water Treatment Plant

What will we need to build at the AWTP site?

Our design proposals will continue to develop as we conduct more surveys and ground investigations on the site, as well as considering any feedback we receive as part of this consultation.

We currently expect the entire footprint of the AWTP site to be approximately 120 metres by 240 metres. Within this area we'll need to site buildings, pipelines and storage equipment.

The tallest building will have a maximum height of approximately 18 metres, but most of our equipment will be lower than this. We're currently proposing pitched roofs (which may allow for the installation of solar panels), rather than flat ones on the larger buildings, due to the span of the building.

The water treatment process is designed to be odour-free and the diagram on page 31 shows how the process works.

We'll also need to build a new pumping station on the existing Minworth site to transfer the water to Atherstone and into the canal network. This will pump water

uphill along the underground pipeline, where water can't flow naturally via gravity, and it'll be placed within the total footprint of the new AWTP building. It will mark the starting point for our new pipeline. You can view this indicative layout on page 28.

Why do we need an Advanced Water Treatment Plant?

The water from Minworth WwRC is treated recycled water which would usually be discharged into the adjacent River Tame.

To make sure the water is of the right standard to be transferred through the canal network, some of this treated recycled water will be diverted to a new AWTP for further treatment.

This uses the required standards of technology to treat water to an even higher standard to protect the quality of the water in the canal.

In the unlikely event there are any issues with the treatment process, safeguards will be in place to stop the water from pumping, meaning water cannot pass from the AWTP site to the canal because it is not being actively pumped.

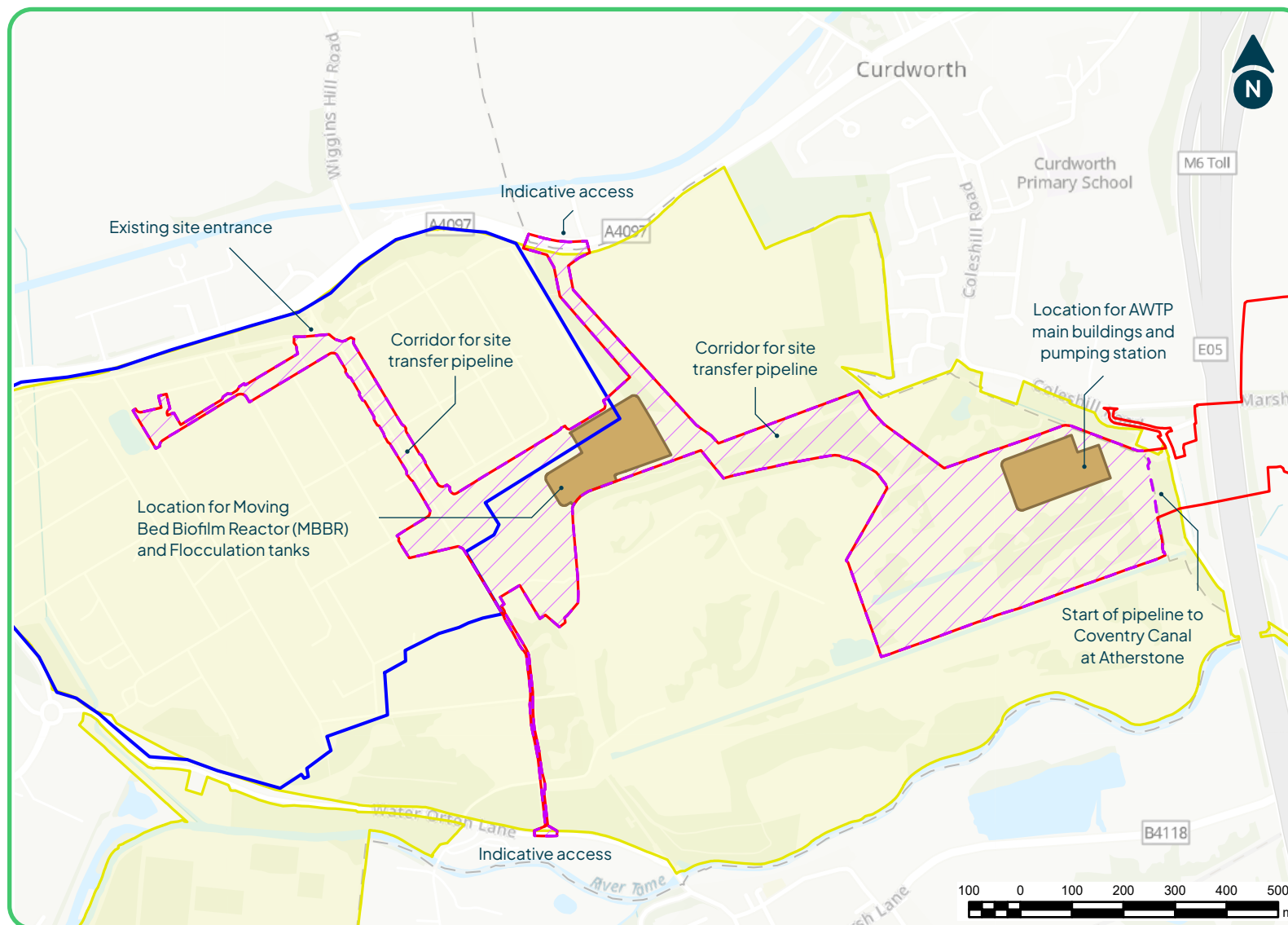


Have your say!

Do you have any comments that could help us develop our plans for the AWTP at Minworth?



Indicative site location of the new Advanced Water Treatment Plant at Minworth Wastewater Recycling Centre



Legend

- Site boundary of Advanced Water Treatment Plant
- Preliminary Order Limits
- Indicative Permanent Works Area
- Severn Trent Land Ownership
- Minworth Wastewater Recycling Centre operational site area

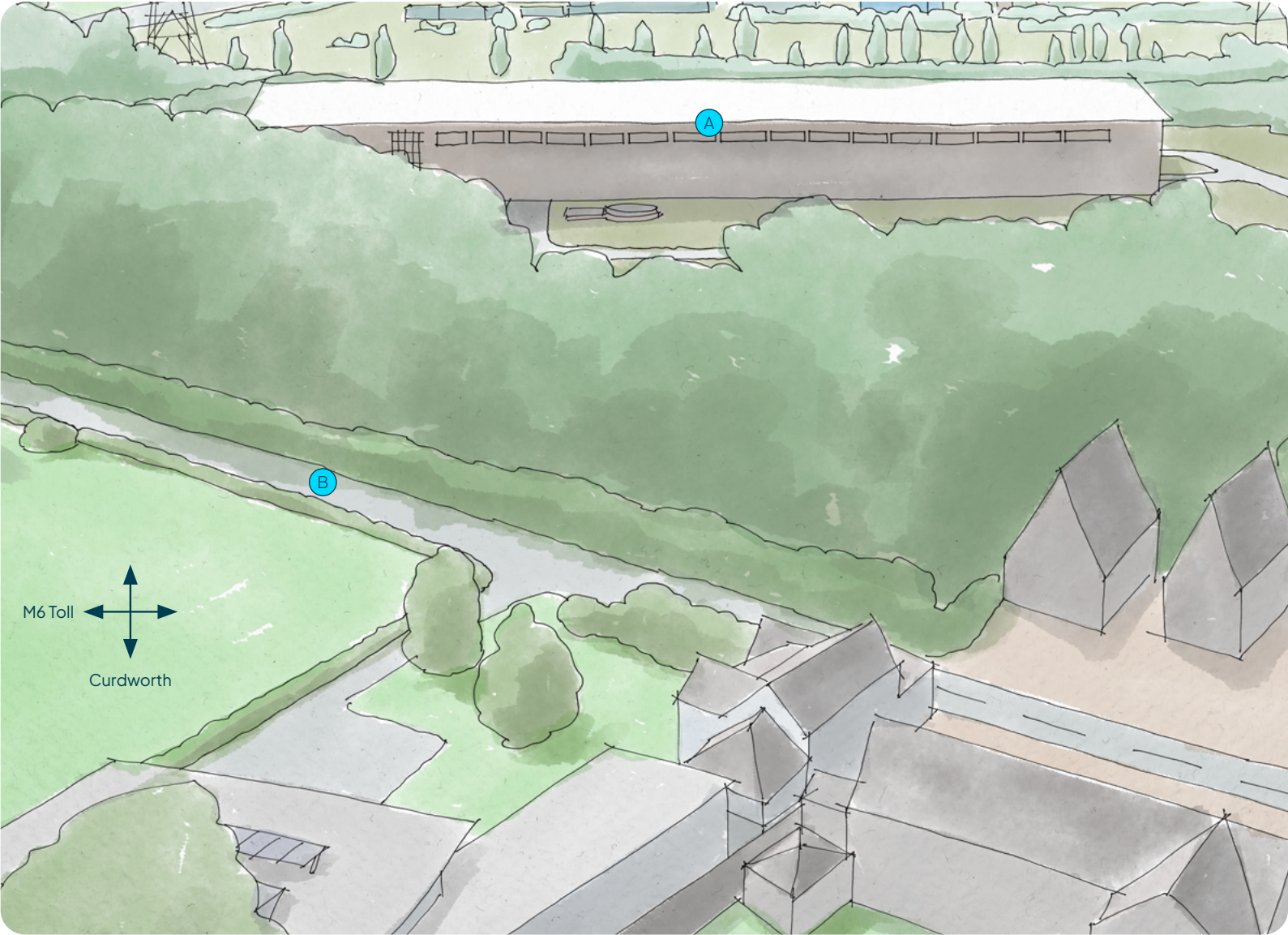
The map shows the indicative site location of the new Advanced Water Treatment Plant on Severn Trent land at the existing Minworth Wastewater Recycling Centre.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



An aerial visualisation of Minworth Advanced Water Treatment Plant

Note: works cannot be seen from road level



Legend

- A** AWTP and pumping station
- B** Coleshill Road

This image shows what the Advanced Water Treatment Plant could look like once completed, as seen from an elevated perspective.

From ground level, particularly from the road, we anticipate that the site will remain largely out of view.



A visualisation of Minworth Advanced Water Treatment Plant



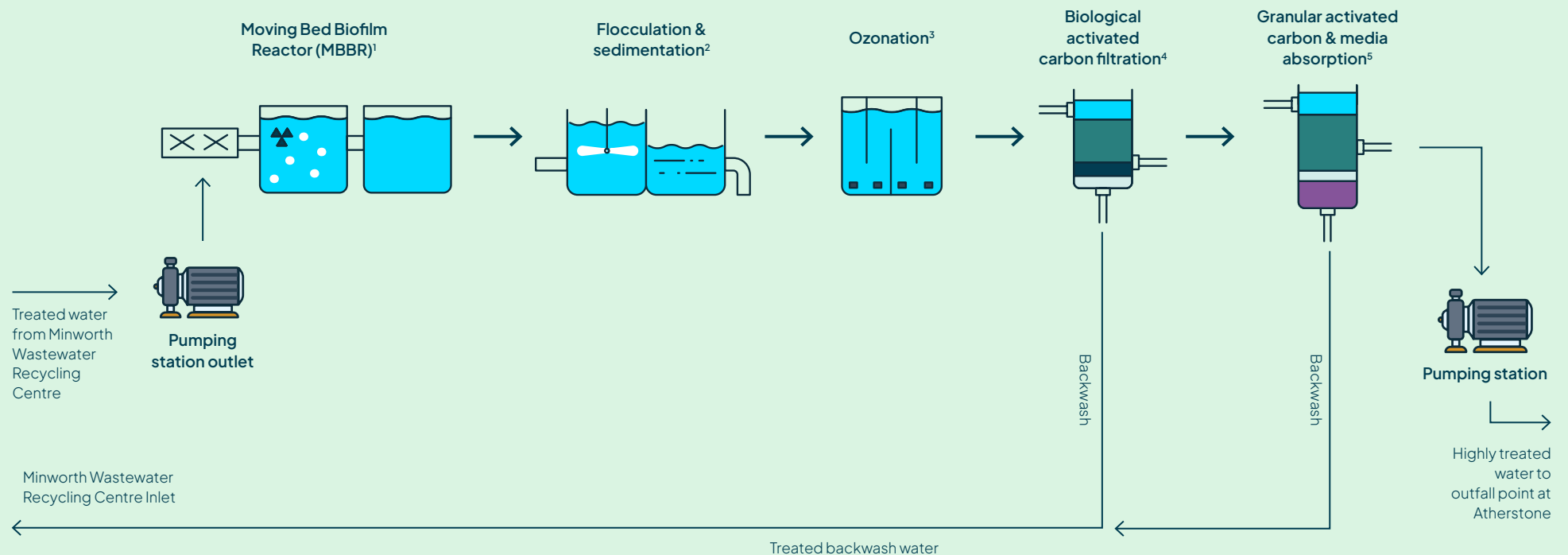
Legend

- A** AWTP and pumping station
- B** Viewpoint from Severn Trent land near M42 feed on the M6

This image shows what the Advanced Water Treatment Plant could look like once completed, as seen from a viewpoint on Severn Trent land near the M42 feed on the M6.



The advanced water treatment process:



¹ Moving Bed Biofilm Reactor (MBBR) – this process primarily converts ammonia and nitrogen to less harmful substances – using free-floating plastic biofilm carriers to enhance the growth of microorganisms. The process can operate in aerobic or anaerobic conditions, making it very versatile.

² Flocculation and sedimentation – this process reduces solid materials, phosphorus and other particles as the second part of the treatment process.

³ Ozonation – this process breaks down organic matter into smaller molecules which makes treatment easier; it also partially disinfects.

⁴ BAC Filtration – activated carbon helps to develop a biological community which then helps to breakdown the organic materials and sand filters out any solid materials.

⁵ GAC/ Enhanced media absorption – this is a final stage of treatment that removes some of the final trace organic materials and enhanced media absorption is an additional treatment to remove specific priority hazardous substances.

Northern pipeline route

The pipeline corridor

A new, approximately 15 kilometre underground pipeline is needed to transfer water between the Minworth AWTP and our proposed outfall location in Atherstone, where water will enter the Coventry Canal.

Our proposed pipeline corridor starts at the Minworth site, travelling north past Lea Marston and then south of Hurley, before continuing south of Baxterley towards Atherstone. Most of this section of the pipeline corridor has been routed to avoid local villages, and instead, passes through agricultural land to reduce potential construction impacts on local communities where possible.

At this stage, we're presenting a pipeline corridor with a width of 200 metres in most places, which is the widest possible area we would route the pipeline within. Where possible, it's been narrowed based on further assessments and design work, and we've amended the route of the pipeline corridor based on the feedback to our first consultation. We'll further refine and reduce this corridor by the time we make our DCO application.

You can view the proposed pipeline corridor and infrastructure on page 34.

We've considered several important factors regarding where the corridor will be, including:



Interfaces with existing infrastructure



Potential impact on local communities



Built-up areas or sensitive buildings



Areas protected for their habitats and species



Local and national heritage



Locations to access the canal network



Whole-life carbon costs and use of materials

What have we done...



Since our Phase One Public Consultation?

We had lots of feedback about the route of the pipeline corridor near Hurley and concerns about its impact on the village. In response to this, we've revisited our route for the northern pipeline corridor and are now proposing to re-route this to the south of Hurley, through open farmland, to avoid potential impacts on the village.

We've also continued to monitor emerging planning applications in the area and have made several adjustments to our route to account for new developments.

You can read more about the preparatory work we've carried out to help us identify our proposed northern pipeline corridor route in our Scheme Development and Options Report, available on our website at: www.guctransfer.co.uk/consultation.





Information about the pipeline

The pipeline will be a steel pipe with a 1 metre internal diameter and installed at a minimum depth of 1.2 metres from the surface to the top of the pipe. Although there are some restrictions on what activities can be carried out above the underground pipeline, typical farming practices shouldn't be affected.

At major crossings, such as where the pipeline crosses the M6 Toll and M42 motorways south of Dunton Interchange, and the River Tame north of Lea Marston, we expect to use trenchless crossing techniques to cross under these features.

You can read more about trenchless crossing techniques on page 94.

We'll be siting air release, washout and line valves in buried chambers along the pipeline. Air valves will manage any trapped air or vacuums in the pipeline by automatically releasing air as the pipeline fills or intakes air, to prevent damaging pressure surges. Washout chambers provide access for pipeline maintenance and commissioning activities.

You can read more about how we construct new pipelines on page 93.

Managing impacts from the pipeline routeing

Although impacts from the pipeline will be minimal once in place, we recognise people's concerns about any disruption the installation of the pipeline may cause.

We've taken into consideration any potential impacts on local communities and landowners, and we're aiming to minimise these as much as possible.

We'll aim to keep Public Rights of Way open during the construction of the pipeline. We'll also avoid clearance of hedgerows where possible, and, where they must be cleared, we'll carry out hedgerow reinstatement works to help restore this habitat.

We'll also use trenchless crossing techniques where required, to protect sensitive woodland habitats and when crossing some roads, to avoid any damage to trees and tree roots.

After construction of the pipeline, we'll reinstate land to its previous use.

You can read more about trenchless crossing techniques in the 'Constructing the scheme' section on page 94 of this brochure.

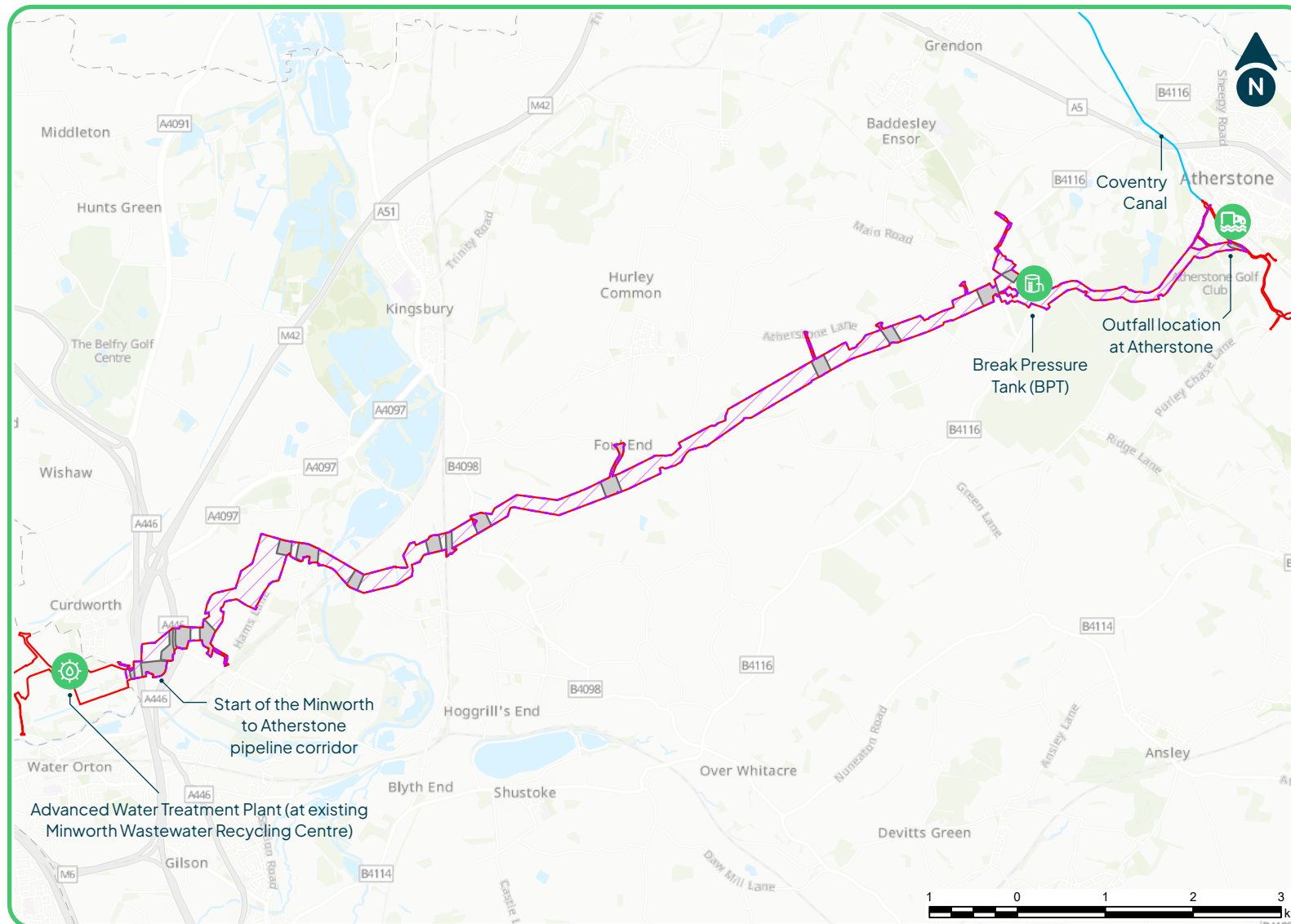


Example of pipeline construction compound





Proposed pipeline corridor route between Minworth Advanced Water Treatment Plant and Atherstone



The pipeline corridor illustrates the widest possible area within which the pipeline could be routed. Where possible, efforts have been made to narrow the corridor to avoid environmental constraints and following feedback from the Phase One Public Consultation.

The compounds illustrate where access and construction may be required during the construction of the pipeline and do not indicate any permanent infrastructure.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Break-pressure tank near Baxterley

What is a break-pressure tank?

A break-pressure tank (BPT) is a store of water, which acts as a break between the 'pumped' section of the pipeline to the west, and the 'gravity' section of the pipeline in the east, and controls the flow rate of water entering the canal via an outfall structure near Atherstone.

Why do we need a break-pressure tank?

Until it reaches the BPT, water will flow by being pumped from the Minworth AWTP. We'll need a BPT near Baxterley (at the high point along the route), to control water pressure as the flow enters the section where it's carried by gravity (towards Atherstone).

What could the break-pressure tank look like?

To provide room for suitable storage, the BPT will be around 23 metres by 23 metres in size, with a height of approximately 6 metres above ground. This height may reduce as we further refine our proposals.

Once operational, lighting will be in place around the BPT for security and for the safety of on-site operatives who'll need to work outside of daylight hours.

What happens to the water after it leaves the tank?

The highly treated recycled water will flow under gravity from the BPT to the outfall location at Atherstone.

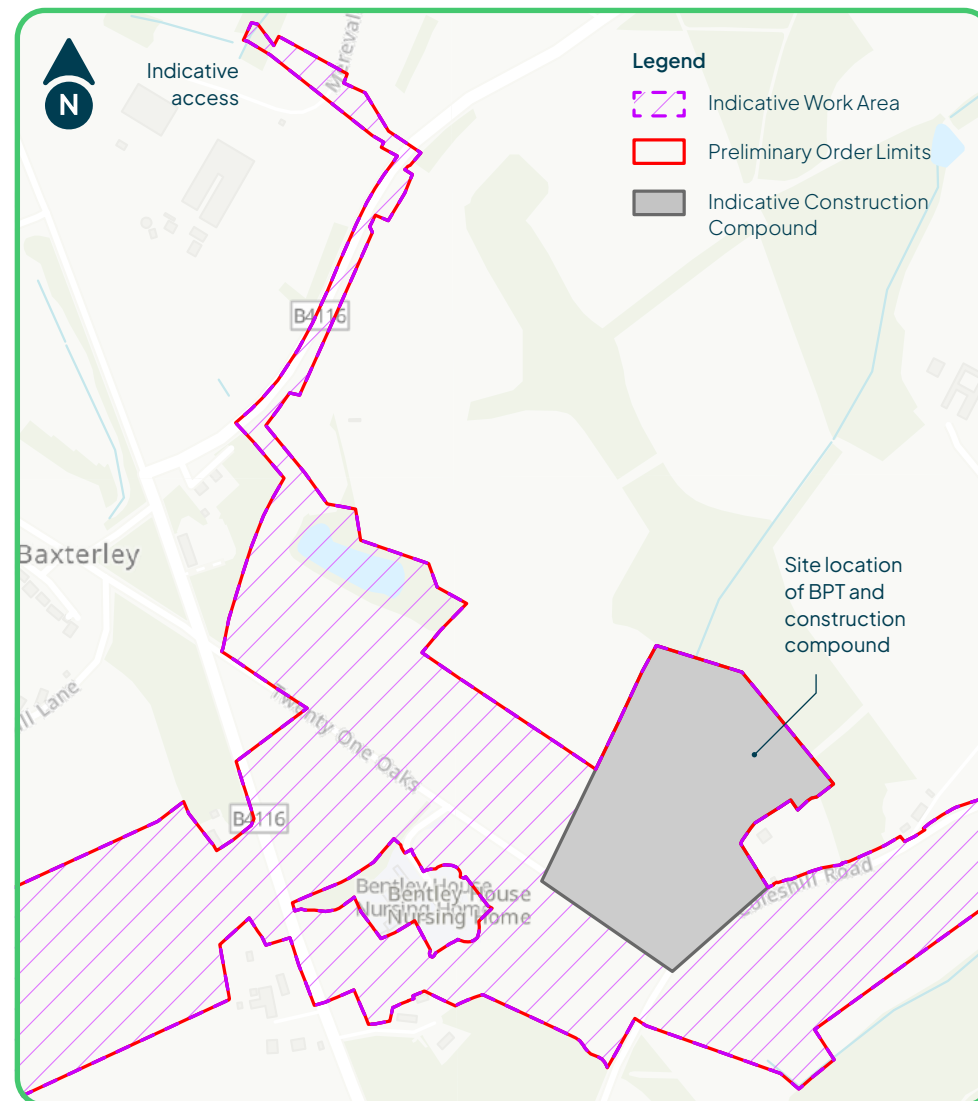
The BPT site will also include appropriately sized retention ponds, designed to provide additional water storage in the very unlikely event that water can't be discharged into the Coventry Canal at Atherstone.

The BPT won't produce any odour because it doesn't include any treatment processes, instead, it manages the transition of water from pumped pipelines to gravity-fed pipelines. The equipment inside the BPT isn't likely to produce noise or vibrations, because it will be below ground level, inside a surrounding concrete structure.

Have your say!

Do you have any comments on the refined pipeline corridor route to help us finalise the route from Minworth to Atherstone, or on our proposals for the break-pressure tank?

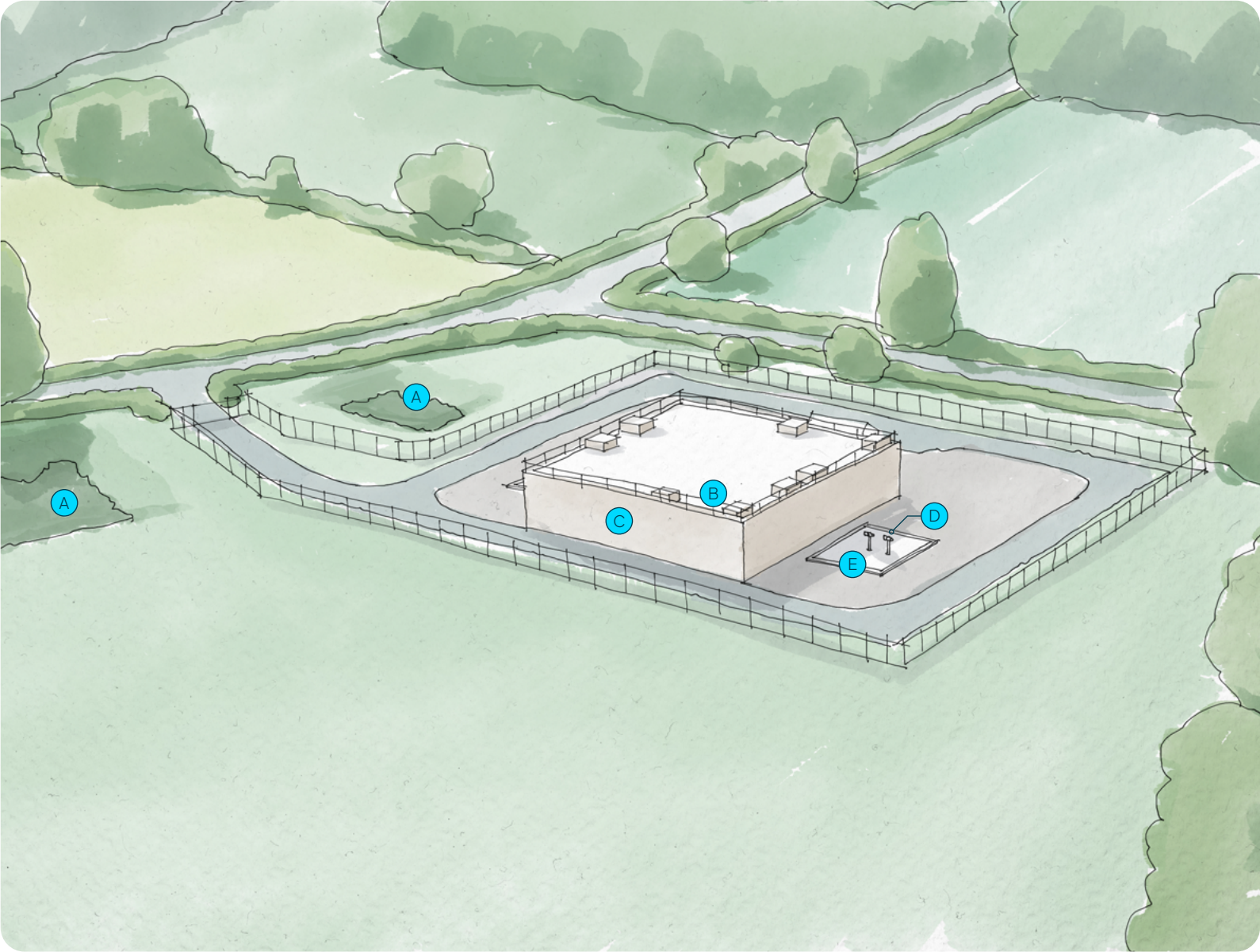
Indicative site location of break-pressure tank



For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



A visualisation of the break-pressure tank



Legend

- A** Retention ponds
- B** Handrail
- C** Main building
- D** Motors
- E** Mesh cover

This image shows what the break-pressure tank could look like once completed, as seen from an elevated perspective.



Approaching the canal – the pipeline

What have we done...



Since our Phase One Public Consultation?

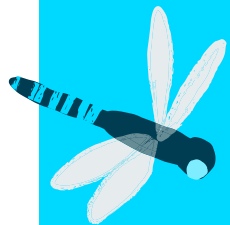
At our last consultation, we identified two options for connecting to the Coventry Canal near Atherstone.

Option 1 was a route from Coleshill Road across a section of Atherstone Golf Course, to meet the canal outside of the town.

Option 2 would continue along Coleshill Road to meet the canal where it crosses the road.

We've carefully reviewed the feedback we received, alongside talking to key stakeholders and carrying out environmental and engineering surveys and assessments.

This has helped us to identify Option 1 as our preferred route for consultation for the pipeline near Atherstone.



A key concern raised at our last consultation related to the impacts Option 2 would have on those who live on or use Coleshill Road, while it's closed for construction. Our decision to take forward Option 1 was influenced by the feedback received from Atherstone residents, as we recognise it significantly reduces the potential impact on Atherstone, when compared with Option 2.

While Coleshill Road (between Atherstone Golf Course and the junction of Twenty One Oaks Road), will undergo a phased closure over a period of approximately four to five months to enable the safe construction of the pipeline, this will be managed in smaller sections to minimise disruption.

By taking forward Option 1, we'll no longer need to close the section of Coleshill Road through the town, ensuring that access for residents remains unaffected. Access to all properties will be maintained throughout the construction period.

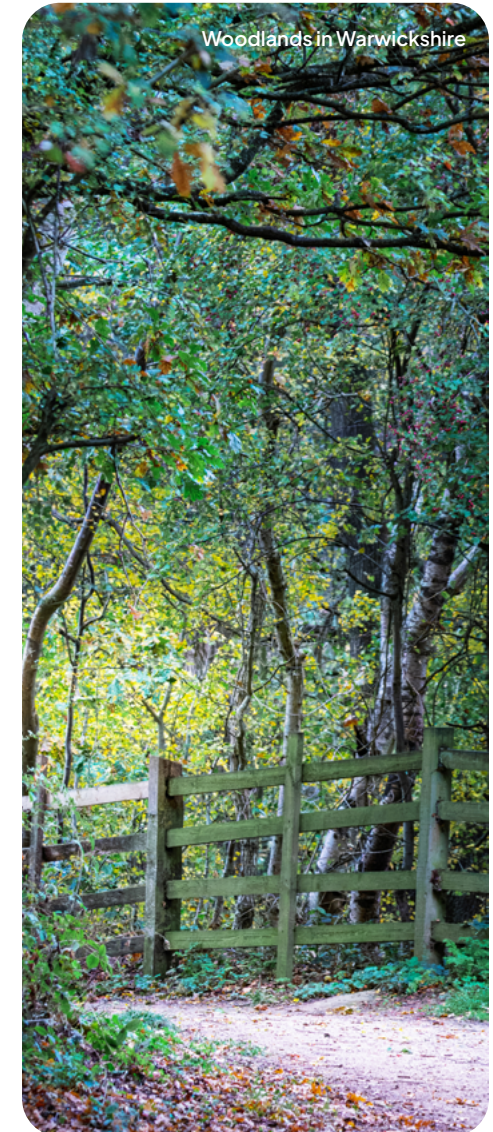
You can read more about the preparatory work we've carried out to help us identify our preferred pipeline corridor route near Atherstone, including our assessment of alternative options, in our Scheme Development and Options Report, available on our website at: www.guctransfer.co.uk/consultation.



You can read more about how we're proposing to manage and mitigate impacts on any woodlands in Chapter 13 of the PEIR, available on our website at: www.guctransfer.co.uk/consultation



Woodlands in Warwickshire



Approaching the canal – the pipeline (continued)

Managing the impacts from the pipeline routeing

Although impacts from the routeing of the pipeline will be minimal once it's in place, we recognise people's concerns about any disruption the installation of the pipeline may cause.

We'll always minimise impact wherever possible, but there may need to be some minimal tree and vegetation loss around the eastern section of the pipeline near Atherstone Golf Course, for temporary construction work to take place.

To offset this, we're looking at opportunities to improve biodiversity on the Atherstone Golf Course land. We want to reassure you that the overall character of the area will be preserved, and its natural environment will remain largely unchanged following construction.

Local woodland

We're also exploring options to minimise impacts on local woodland while construction of the pipeline takes place. This includes looking at public footpaths, which are frequently used by local residents, and we understand the importance of maintaining access to the green space and nature areas.

This will include careful consideration of the exact routeing of the access track along the golf course for construction vehicles and workers to access the site, and the location of a construction site storage area which will be in place temporarily, during construction.

When carrying out construction, we'll work carefully to preserve connectivity where we can while ensuring the safety of the public and our staff. The golf course itself is expected to remain playable throughout the construction period.

Construction traffic and road closures

By selecting Option 1 (to route the pipeline through the golf course), we've been able to halve the closure time for Coleshill Road. This decision reflects our commitment to minimising disruption for the local community. It's likely we'll need phased road closures on Coleshill Road for approximately four to five months, subject to ongoing ground investigations and surveys. This is a significant reduction compared to the alternative Option 2, which would require extensive closure of Coleshill Road. We'd make sure any closure, and its associated diversion route, is communicated in advance of it taking place.

We still have a section of Coleshill Road within our Preliminary Order Limits as we may require traffic management at certain points during construction. While it won't serve as a principal construction route or compound, it's important to keep this option available for routeing some vehicles, should the need arise.

We may be able to use the Trust's existing canalside depot, where Coleshill Road crosses the canal, to offload construction materials for transport to the outfall location. This option is being explored to optimise logistics and minimise disruption elsewhere.

At this stage, we're unable to confirm the frequency of any potential construction traffic. However, we'd like to reassure everyone that our team will work closely with local councils to ensure any traffic management measures are communicated clearly and well in advance.

Once all the construction work is completed, we'll ensure the land used for the temporary construction areas is returned back to its original state, wherever possible.



Bridge 43, Merevale Road, leading into Atherstone



The Atherstone outfall location

What will be built at the outfall location?

The outfall location is the point at which we'll add the highly treated recycled water from our AWTP, by pipeline, into the canal.

Our outfall point will be housed in a building near to the canal which we anticipate will be approximately 7 metres high, with a width of 9 metres and 16 metres in length, and the building will be designed in accordance with our design principles, which you can read about on page 24 of this brochure.

The pipe will enter underground, and water will move from the pipe to a tank and then out into the canal via an outlet structure, designed to ensure that the flow of water is controlled within agreed parameters.

We'll make gradual increases and decreases to the flow where needed. This means there won't be any sudden increases in flows or subsequent noise or visual disturbance.

We're also currently exploring options for energy recovery as part of our ongoing design work to see if there are any viable options at this site.

We propose to use monitors to measure the flows going into the canal, to ensure there's no disruption to navigation or wildlife.

What have we done...



Since our Phase One Public Consultation?

As a result of our decision to take forward Option 1, via Atherstone Golf Course, for the pipeline route, we've now chosen a single location for the outfall, which will discharge highly treated recycled water into the Coventry Canal.

We took on board feedback that Option 1 and its outfall would be less disruptive to boaters due to its location being further away from the Atherstone flight of locks. It would also have a reduced impact on residents and businesses, by avoiding the need for additional pipeline installation along Coleshill Road, and, in particular, the residential areas of Atherstone. It also offers a larger area to construct the outfall than Option 2.

Have your say!



Do you have any comments that can help us minimise the impacts of our preferred route option near Atherstone and the outfall we've presented?

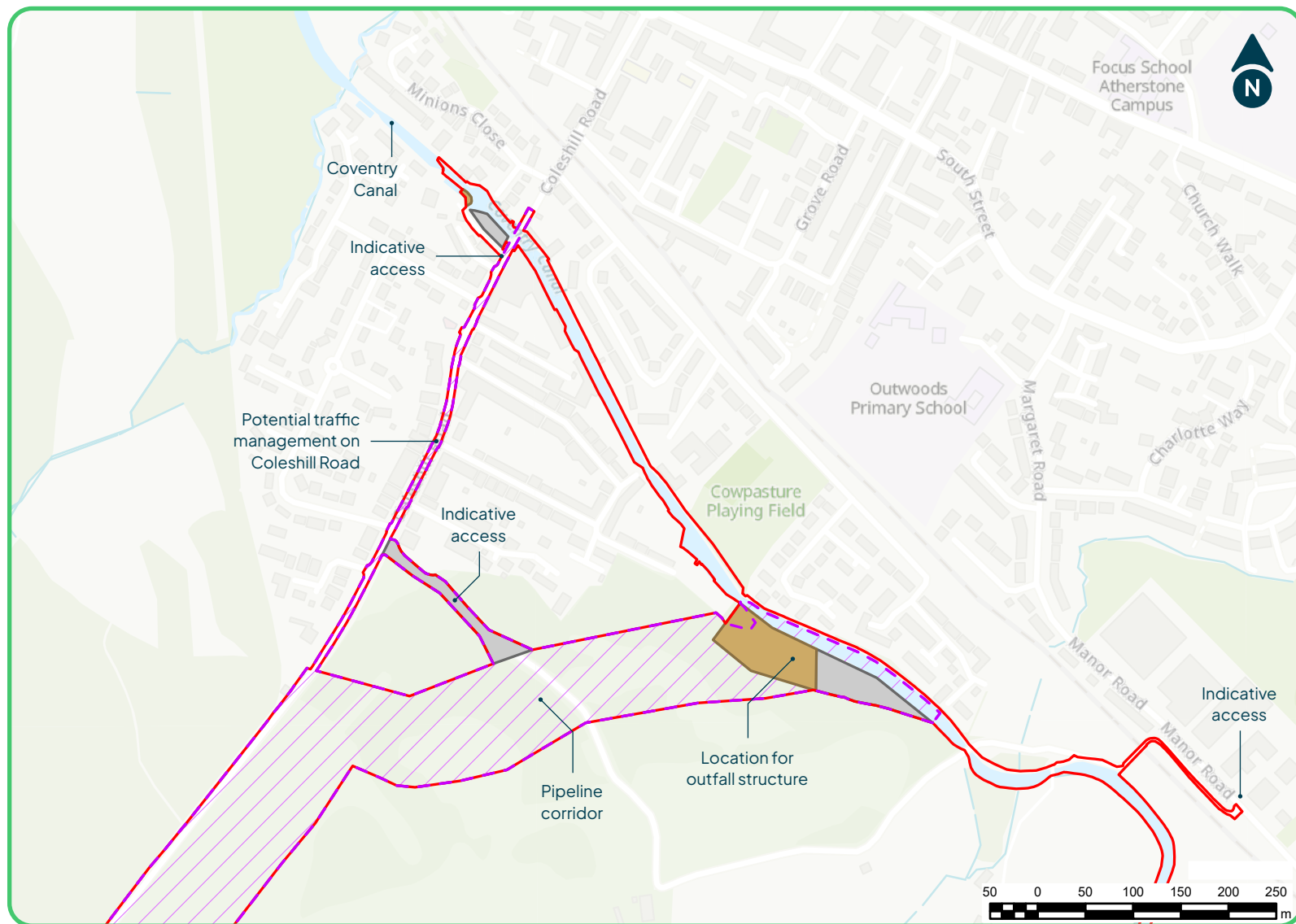
You can read more more about the preparatory work we've carried out to help us identify our proposed northern pipeline corridor route in our Scheme Development and Options Report, available on our website at: www.guctransfer.co.uk/consultation.



Coventry Canal downstream of Atherstone outfall location



Indicative pipeline corridor and site location for the outfall structure at Atherstone



Legend

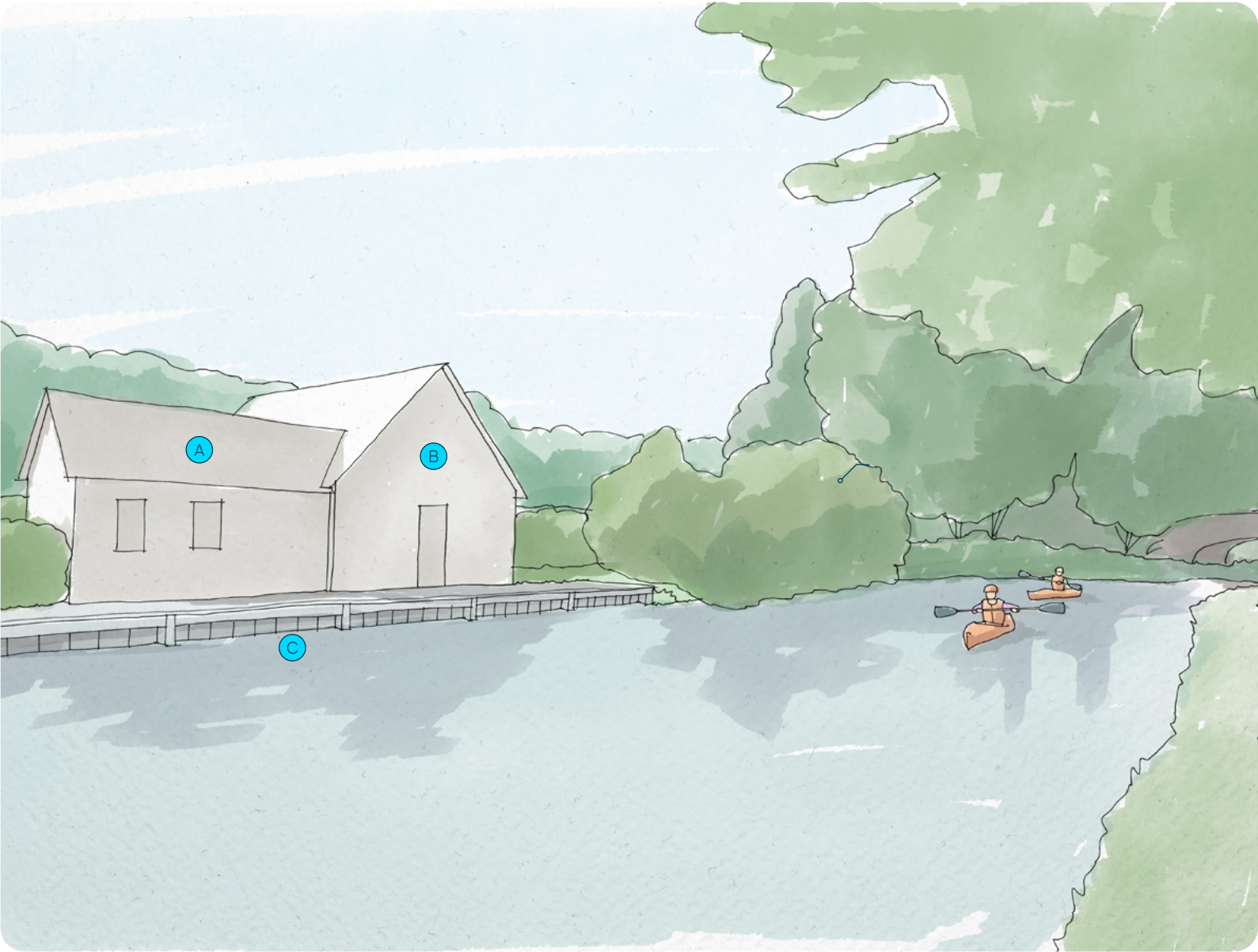
- Indicative Work Area
- Indicative Non-Work Area
- Preliminary Order Limits
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

This map illustrates the maximum working area for the new pipeline route across Atherstone Golf Course, to the outfall location

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



A visualisation of the outfall structure at Atherstone



- Legend**
- A** Building housing tanks with cascade structure
 - B** Control and operations building
 - C** Outlet

This image shows what the outfall building at Atherstone could look like once completed, as seen from the opposite canal bank.



Canal section

Our proposals

Including Daventry and Drayton Reservoirs



Transferring water along the Coventry, Oxford, and Grand Union canals

Our canal network is unique. It's one of the finest examples of working industrial heritage in the world and it's accessible to the general public. It brings nature and green and blue space to millions up and down the country and has transported people and goods for over two centuries. We now want to use it to help transfer highly treated recycled water from the Midlands to the Southeast. In addition to providing drinking water, the scheme will also improve the resilience of the canal network.

Over several years, we've carried out extensive technical studies to understand where new infrastructure will be needed to support the scheme.

To help the water along its way and to ensure that the scheme doesn't adversely affect the navigation

and recreational use of the canal network, we'll need to build some new infrastructure. This includes four new transfer locks (which will each require a pumping station), four pumped bypasses (which will each include a pumping station) and seven gravity bypasses.

We'll also need to undertake bank raising in some locations, and adapt some existing structures such as weirs.

The Preliminary Order Limits

In this section, our Preliminary Order Limits have both indicative 'work' and 'non-work' areas. The work areas set out the land which we anticipate will be needed for work associated with the scheme. The non-work areas are areas of land along the canal where no works are proposed, but will be required to operate and maintain the scheme (such as stretches of the canal where no works are proposed but will still form part of the overall water transfer).

What have we done...



Since our Phase One Public Consultation?

We've reduced the amount of bank raising required along the length of the Coventry, Oxford and Grand Union Canals to approximately 20 kilometres in total, spread across a number of separate locations across the canal section.

We've achieved this by introducing proposed transfer locks at four locations along the canal to help control water levels during periods of high-water flow.

You can read more about these transfer locks, how they work, and where we're proposing to locate them on pages 61 to 66.

We've removed the proposal for pumped bypasses at Stoke Hammond, Leighton Lock and Soulbury Three Locks because our choice to progress with Site B for the southern water treatment works and water storage doesn't require them.

You can read more about our decision to take forward Site B on page 76.

We've continued further engineering and environmental work, and can now provide more information on the potential locations for the new infrastructure we require along the canal.



Managing impacts on the canal

We know how important the canal and canalside are to those who use them. Since our last consultation, we've carried out many more assessments and investigations to understand the areas where we're planning work.

We want to ensure that the infrastructure we need is designed in the best way possible, to reduce impacts on people living and working on and along the route, as well as those using the canal for business, work, travel, recreation and leisure.

Feedback from our last consultation highlighted five areas of particular interest in terms of impacts along the canal. These are:

1. The canal setting and our consideration of sites of historic interest.
2. How we're ensuring mooring space won't be compromised.
3. How we're controlling water flow, so it doesn't impact canal use.
4. Making sure the water we're transferring doesn't impact the water quality in the canal.
5. How we're considering water levels, and assessing and managing the potential risk of flooding along the canal.

These key areas are set out in greater detail over the next few pages.



Historic pump house at Hawkesbury Junction



The canal setting and sites of historic interest

Our draft design principles (including our canalside design principles)

Our draft design principles for the scheme have been published as part of this consultation. They set out in detail what each principle represents and the key considerations that have been factored into the scheme's design. They consider and respond to the local context, including the canal's industrial heritage, the surrounding natural landscape, and the cultural stories of the communities along its route.

These principles serve as a checklist to guide the design of canalside buildings and structures, to ensure that new interventions are locally appropriate to their setting.

You can read more about our draft design principles on page 24 of this brochure and on our website at www.guctransfer.co.uk/consultation.



Sites of historic interest

We're working closely with Historic England, along with experts within the Trust, to ensure our proposals take account of the canal's historic features and setting.

We've also considered all the feedback we received at our Phase One Public Consultation, highlighting areas of historic interest and heritage along the canal, and taken this into account as we refine our proposals.

Mooring sites

Mooring sites include spaces designated for visitors, leisure activities, residential use, or business purposes, as defined by the Trust.

During the construction and operation of the scheme, some existing mooring spaces along the canal may need to be temporarily or permanently closed. In these cases, we'll create new mooring spaces nearby or at other appropriate locations along the canal section, to ensure there's no overall reduction in the total number of mooring spaces along the canal.

Water flow

Although we'll be transferring additional water in the canal, we don't expect the flow of water running through it to increase substantially.

By following the Trust's guidance, we'll ensure that water flow speeds remain below a maximum of 0.3 metres per second (or 0.6 miles per hour), even where there are restrictions, such as bridges or areas where there are a large number of moored boats (which can reduce the effective width of the canal). The flow range will mostly be below the maximum rate along the majority of the canal.

The infrastructure we're proposing along the canal (which you can read about on pages 47 to 74) is needed to transfer water along the canal and to keep water flows below the maximum rate. Using equipment such as pumps and gravity bypasses will make sure water is transferred in a controlled way, and at a sufficiently slow speed, to keep the canal operational for users, as well as to not impact wildlife.

Water flows and levels will be monitored by sensors at the points we transfer water to the canal and abstract the water, and at regular points along the canal to make sure water levels are maintained.

In summer 2025, we visited the Llangollen Canal in North Wales to undertake a trial exploring how water flow impacts navigation along the canal. Further information about our trial can be seen on page 12 of this brochure and in our video on our website at: www.guctransfer.co.uk.





Water quality

The new AWTP at Minworth will ensure the water is treated to the required quality, prior to entering the canal, and we're currently carrying out tests at our pilot plant in Minworth to test the different treatment options we're considering.

You can read more about the AWTP on pages 27 to 31.

This water treatment process will be regulated by the Environment Agency who will check that the water quality is suitable and aligned with the water in the canal.

Should the Trust, Severn Trent or Affinity Water have any concerns regarding the quality of the water to be transferred to the canal, this supply of water will be suspended until the concerns are addressed.

Making sure untreated wastewater doesn't enter the canal

We heard your concerns at our last consultation about how we'll ensure untreated wastewater won't enter the canal.

We want to reassure everyone that there's no possibility that untreated wastewater can enter the canal as a result of our scheme. Although the Minworth WwRC does handle untreated water, this system isn't directly connected to where the highly treated recycled water from the AWTP will enter the canal. There are also no storm tanks or combined

sewer overflows involved in the scheme, meaning no untreated or partially treated water can enter the canal at any point.

Considering the ecology in and around the canal

As part of our commitment to make as little impact on the environment as possible during the construction and operation of the scheme, we're also considering areas where fish spawn, juvenile fish gather and the impact on other wildlife, such as mammals and birds, in and along the canal.

We're carrying out surveys and assessments as part of our Environmental Impact Assessment, to understand the habitats and species in and near to the canal, and any likely significant impact of the scheme on them. We're also looking into what measures we can put in place to manage and reduce these impacts.

You can read more about how we've considered ecology both within the canal and the surrounding areas in Chapter 12 (Ecology - aquatic) and 13 (Ecology - terrestrial) of our PEIR, available on our website at www.guctransfer.co.uk/consultation.



Water levels

We've carried out modelling along the canal to understand where the additional water we're transferring may cause challenges with the existing water levels in the canal.

In these areas, we'll manage this through new equipment to bypass stretches of the canal, or by carrying out some bank raising and installing transfer locks to avoid adding to any local flooding issues.

You can read more about the assessments we've carried out to consider flooding in Chapter 22 of the PEIR, available on our website at www.guctransfer.co.uk/consultation.

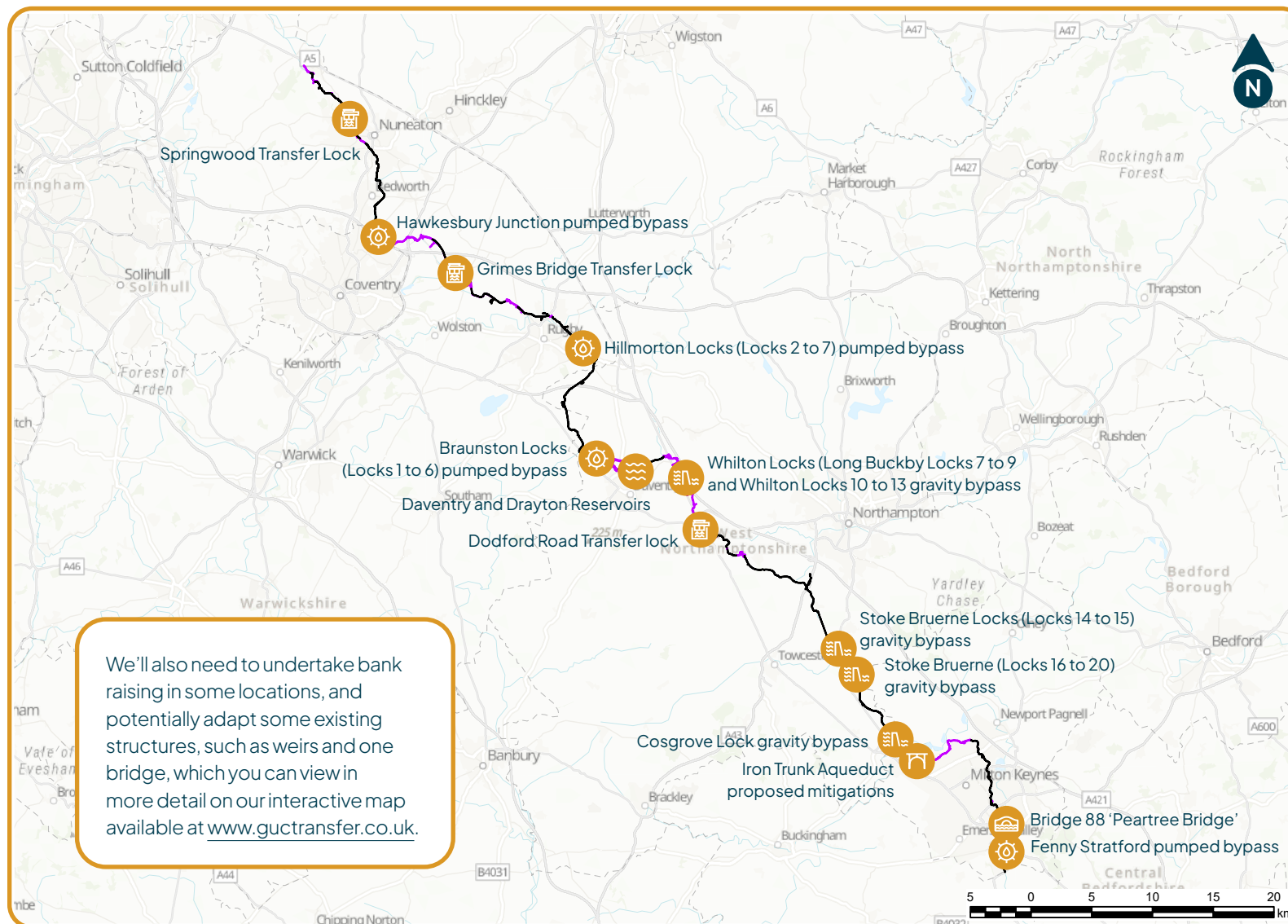
You can read more about how we'll manage impacts along the canal and consider local communities during the construction process in the 'Constructing the scheme' section of this brochure on pages 92 to 96.



Ecologists taking water samples from a chalk stream



Overview of the proposed infrastructure work along the canal



Legend

- Indicative Work Area
- Indicative Non-Work Area
- Preliminary Order Limits
- Transfer lock
- Pumped bypass
- Reservoirs
- Gravity bypass
- Iron Trunk Aqueduct
- Bridge

Infrastructure work along the canal

The historic character, landscape and visual impact of the canal network will be carefully considered during our development of the scheme's design. Any new canal infrastructure will be designed in accordance with our design principles and will be appropriate for and make a positive contribution to the canal environment.

Since our last consultation, we've been working to refine our proposals for the infrastructure along the canal, and you can read more about what infrastructure we'll need to build and where, why it's needed and what it may look like in this section.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Pumped bypasses

The Trust already uses pumped bypasses, which are designed to pump water for navigation purposes only. We need to build four new pumped bypasses (which each include a pumping station) along the canal as part of the scheme, to move additional volumes of 'transfer' water uphill around existing locks and lock flights. In addition, the new transfer locks we're proposing will also require a pumped bypass.

We've provided visualisations showing what a pumping station could look like on the following pages. The pumping stations will be designed in accordance with our design principles, which you can read about on page 24 of this brochure.



Fenny Stratford Lock

What are pumping stations?

Pumping stations are already a common feature on the existing canal network and are typically small buildings, used by the Trust. They're located where it's necessary for the water to be moved uphill, bypassing existing locks and lock flights (groups of locks close together), to help move water to where it's needed and to maintain water levels for navigation.

The new pumping stations could be housed in new buildings, or within existing buildings owned by the Trust in the area.

Pumping stations typically need an area of approximately 7 metres by 8 metres, with a height of up to 5 metres. The above ground buildings will consist of a main control building and an inlet control building alongside underground pumps. A local power supply will also be required to operate the pumped bypass.

We're proposing to install pumped bypasses and associated inlet and outlet structures at the following locations:

- Hawkesbury Junction (see page 49)
- Hillmorton Locks (Locks 2 to 7) (see page 50)
- Braunston Locks (Locks 1 to 6) (see page 51)
- Fenny Stratford Lock (see page 52)

Have your say!

Do you have any comments on the pumped bypasses we've presented along the canal section that can help us finalise our plans?

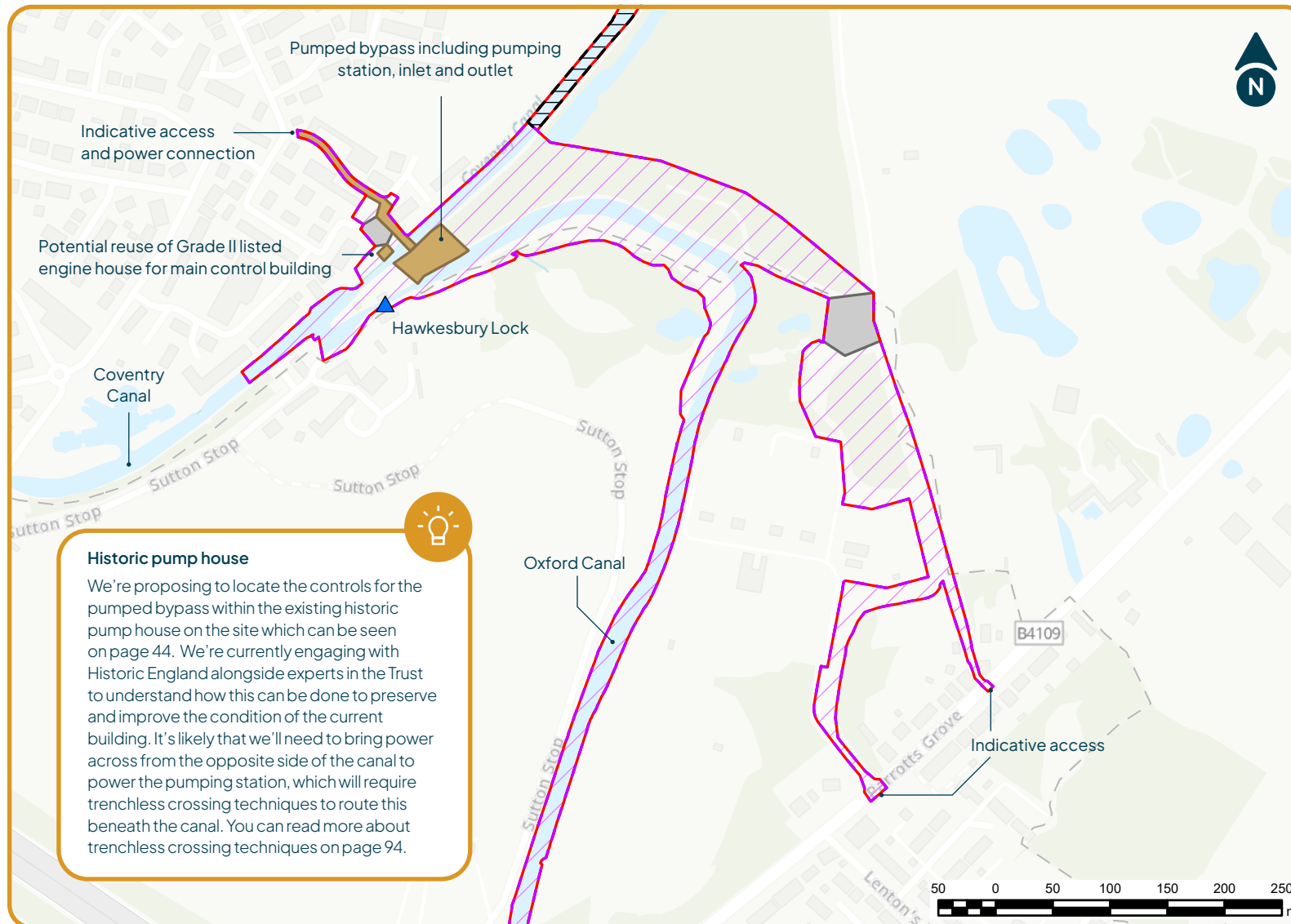
How do pumped bypasses work?

The process involves several steps:

- Step 1:** Water enters the pumped bypass via an inlet structure located on the canal bank. The inlet consists of a trash screen and weir. This helps maintain water levels downstream in the canal, diverting water safely into a pump chamber.
- Step 2:** Pumps will adjust their strength to match the level of incoming flow.
- Step 3:** Water will enter an underground pipeline and will travel from the pumping station adjacent to the canal uphill around a lock, before it re-enters the canal.
- Step 4:** Water is put back into the canal at an outlet structure. This structure is specifically designed to limit the turbulence and speed of the water as it re-enters the canal. This ensures the safety of boat users, reduces the risk of sediment disturbance and minimises the impact on canal users, flora and fauna.



Indicative location of pumped bypass at Hawkesbury Junction



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

Hawkesbury Junction

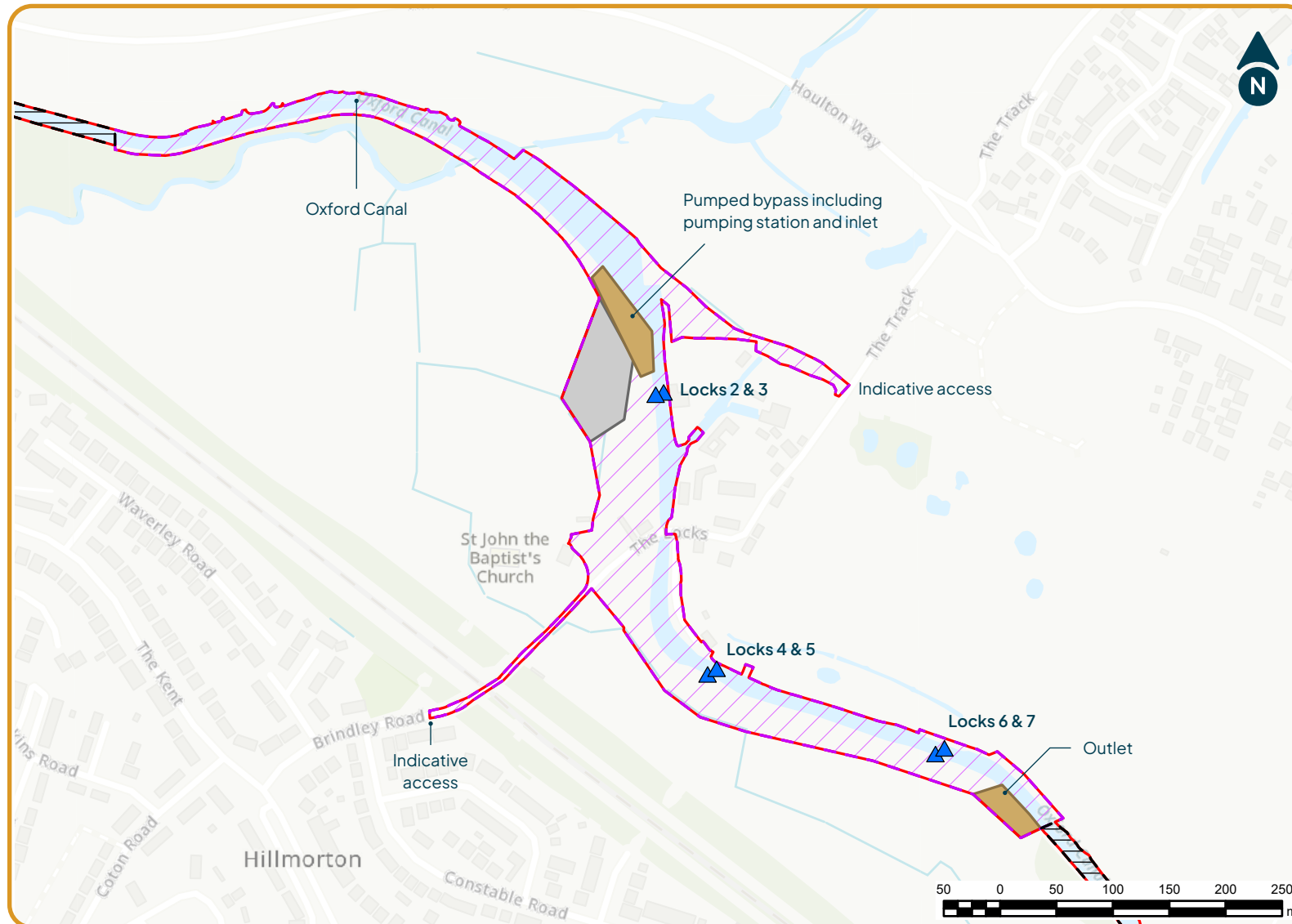
A pumped bypass is required at this location to divert water from the Coventry Canal into the Oxford Canal, around the small lock rise of 260mm.

A small amount of bank raising, including raising of the existing hard landscaping around the approach to the lock and top gate area, to the south of the site, is likely to be required at this location. This won't affect the associated Grade II listed Roving Bridge over the Oxford Canal.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Indicative location of pumped bypass at Hillmorton Locks (Locks 2 to 7)



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

Hillmorton Locks (Locks 2 to 7)

A pumped bypass will be required at Hillmorton Locks to direct water along the Oxford Canal. Here, the canal rises by approximately 6 metres through three locks, which are spaced over a 600 metre stretch of the canal.

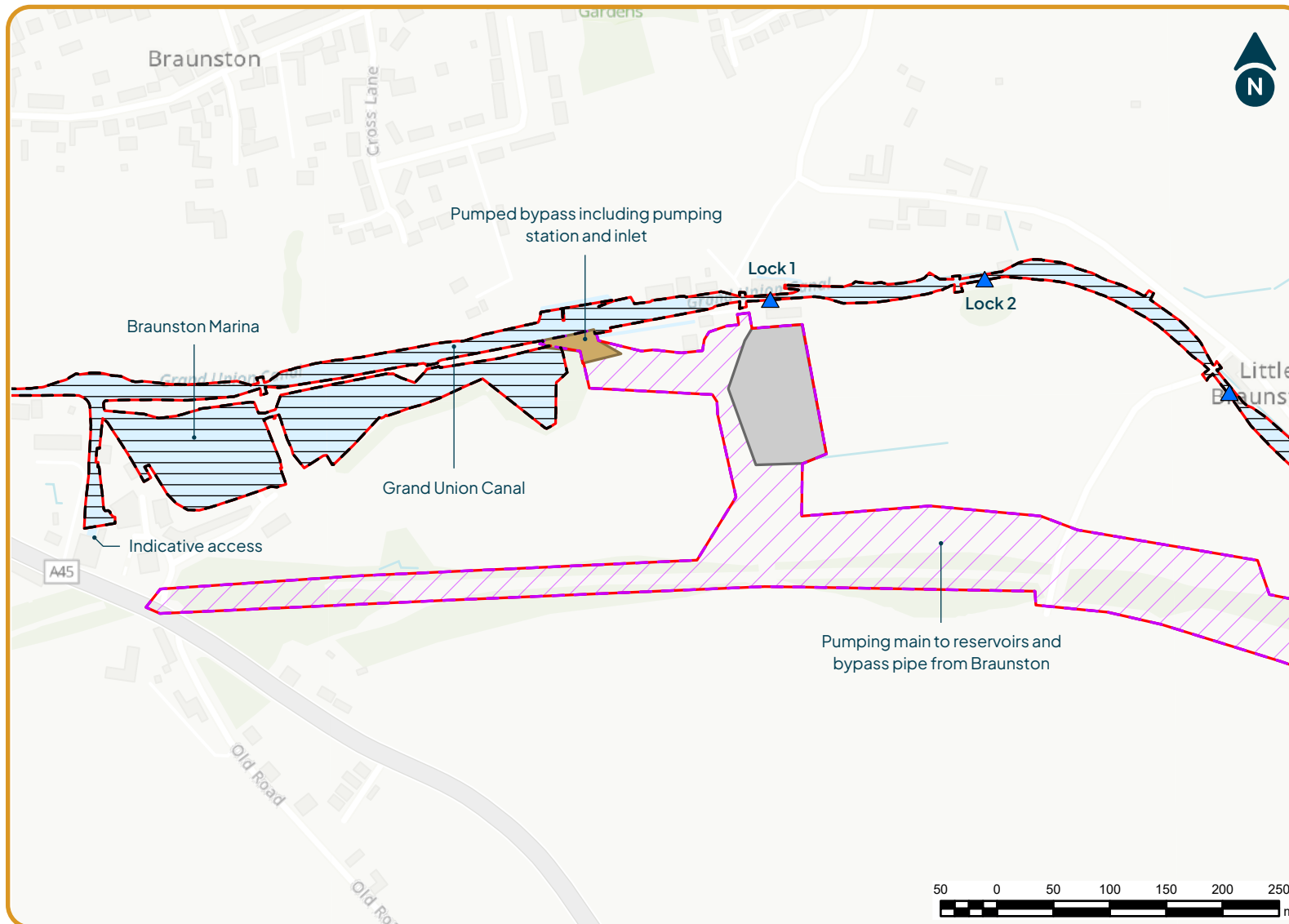
We're proposing to locate the pumping station to the west of the canal at Hillmorton Locks, to bypass the three locks at this location, and its design will be in keeping with its surroundings. Water will re-enter the canal through an outlet structure located above Lock 7 on the west side of the canal.

It's likely that we'll need to bring power across from the opposite side of the canal to power the pumping station, which will require trenchless crossing techniques to route this beneath the canal. You can read more about trenchless crossing techniques on page 94.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Indicative location of pumped bypass at Braunston Locks (Locks 1 to 6)



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

Braunston Locks (Locks 1 to 6)

We'll need to locate a pumped bypass near Braunston Junction, to bypass the four locks ahead of the Braunston Tunnel. This bypass will pump water up past the four locks, and then past the Braunston Tunnel, pumping water back into the canal, south of the tunnel. At this location, the canal rises by approximately 10 metres over a distance of around 1 kilometre, and the bypass pipeline will be approximately 3.5 kilometres long.

The associated building to house the pumping station controls will be located near Lock 1, and its design will be in keeping with its surroundings.

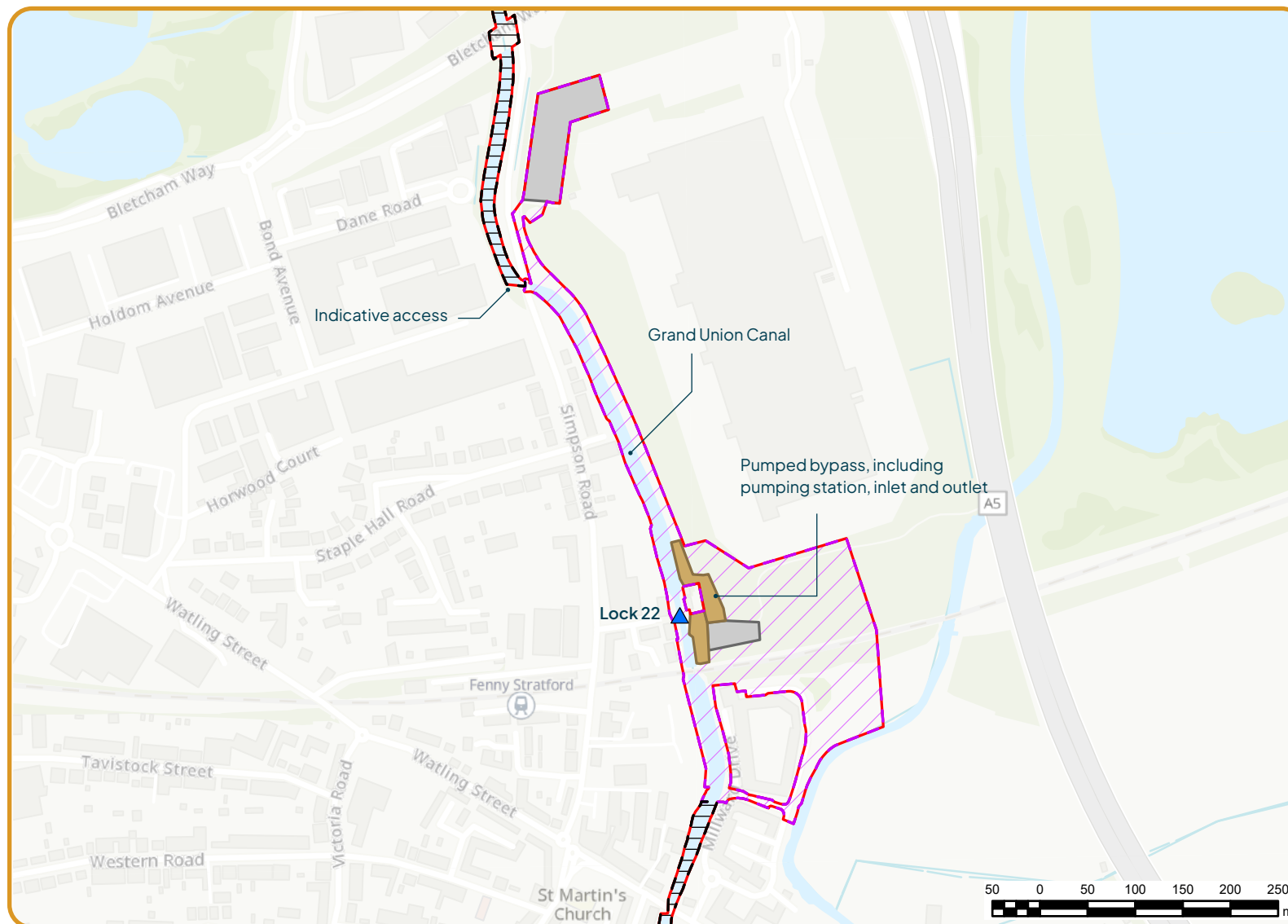
This pumped bypass at Braunston Junction will also have another key function for moving water from the canal to Daventry and Drayton Reservoirs, when necessary.

You can read more about how Daventry and Drayton Reservoirs will be used as part of the scheme on page 72.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Indicative location of pumped bypass at Fenny Stratford Lock



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

Fenny Stratford Lock

A pumped bypass will be located to the east of the canal, together with the associated pumping station buildings, and its design will be in keeping with the surroundings, in accordance with our design principles.

A single lock will be bypassed for this pumped bypass. The canal rises by approximately 0.3 metres at this location, and the bypass pipeline will be approximately 50 metres long.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



A visualisation of a pumping station

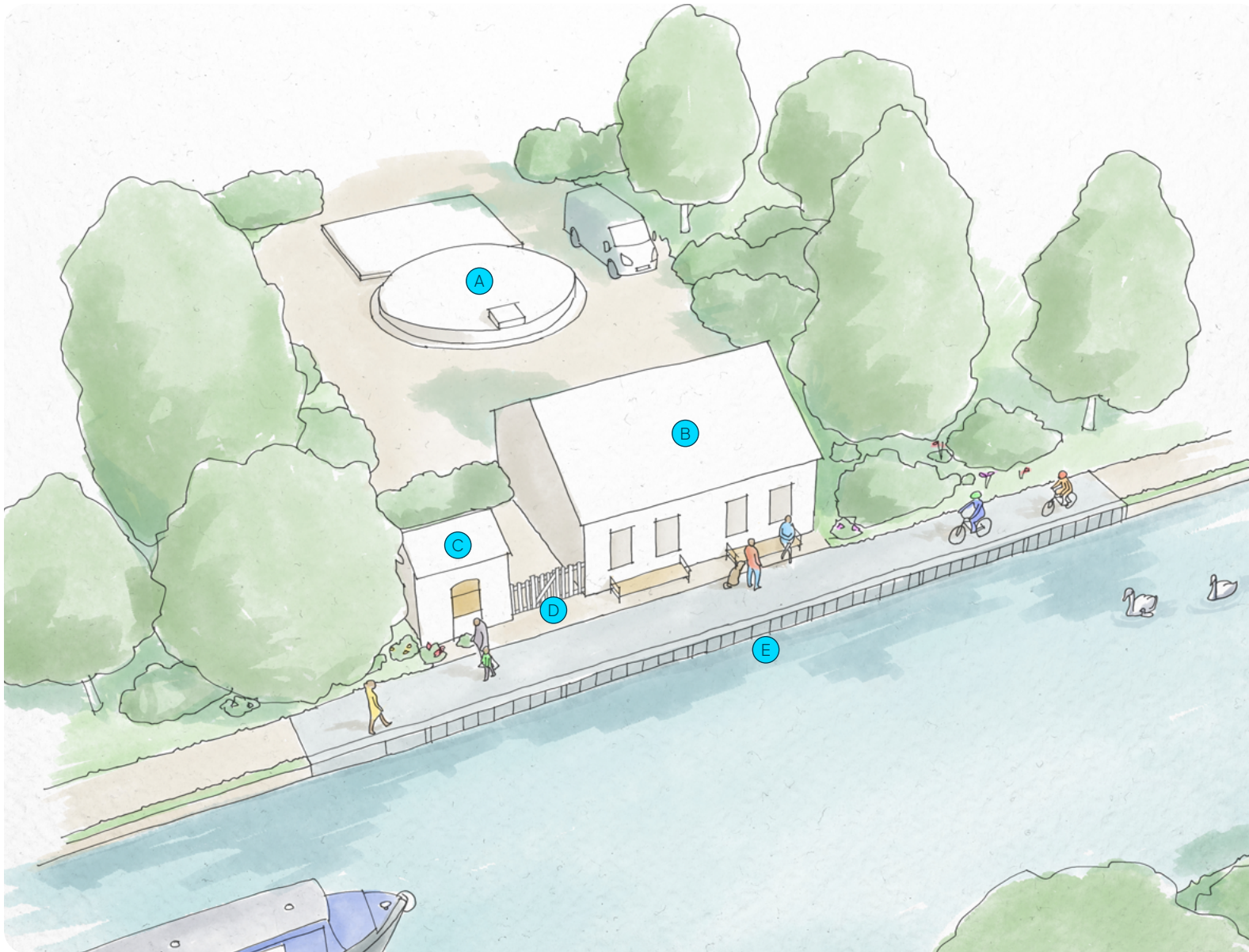


- Legend**
- A** Main control building
 - B** Inlet control building
 - C** Pumping station access point
 - D** Inlet

This image shows what a pumping station and associated infrastructure could look like once completed, as seen from the opposite canal bank.



A visualisation of a pumped bypass and associated infrastructure



Legend

- A Underground pumps
- B Main control building
- C Inlet control building
- D Pumping station access point
- E Inlet

This image shows what a pumped bypass and associated infrastructure could look like once completed, as seen from an elevated perspective.



Gravity bypasses

Seven gravity bypasses will be required across four locations, to accommodate the additional water that will be moving through the canal.

It's vital that navigation and operations at locks aren't impacted and these interventions will help transfer water in a controlled way and at a sufficiently slow speed, to help ensure the regular operation of the canal network.

What are gravity bypasses?

Gravity bypasses already exist along the canal network and are used at locks and lock flights.

They allow water to flow downhill to help maintain water levels, enabling water to move from an upstream to a downstream pound (the length of the canal between two locks). This avoids the lock gates having to act as weirs (although at some locations along the route, canal companies designed and built locks that incorporated lock gate weiring). Water is temporarily diverted out of the canal into an underground pipe and moved downstream, to keep the water moving through the canal.

The gravity bypasses will generally be built within the canal bank and will be underground to minimise visual impact. A small inlet control building will be located near to the inlet structure. Underground bypass pipes will be used to transfer the flow around locks.

The gravity bypass structures will be appropriate to the setting, in accordance with our design principles, which you can read about on page 24 of this brochure.

Gravity bypasses are made up of an inlet structure, a typically 700-millimetre diameter pipeline through which the water will travel, and an outlet structure from where the water will re-enter the canal.

Inlet structures are weirs built into the canal bank, and outlet structures are similar weirs located further down, beyond the lock.



We're proposing to install gravity bypasses at the following locations:

- Whilton Locks (Long Buckby Locks 7 to 9 and Whilton Locks 10 to 13) (see page 56)
- Stoke Bruerne Locks (Locks 14 to 15) (see page 57)
- Stoke Bruerne Locks (Locks 16 to 20) (see page 58)
- Cosgrove Lock (Lock 21) (see page 59)

Have your say!

Do you have any comments on the gravity bypasses we've presented along the canal section that can help us finalise our plans?

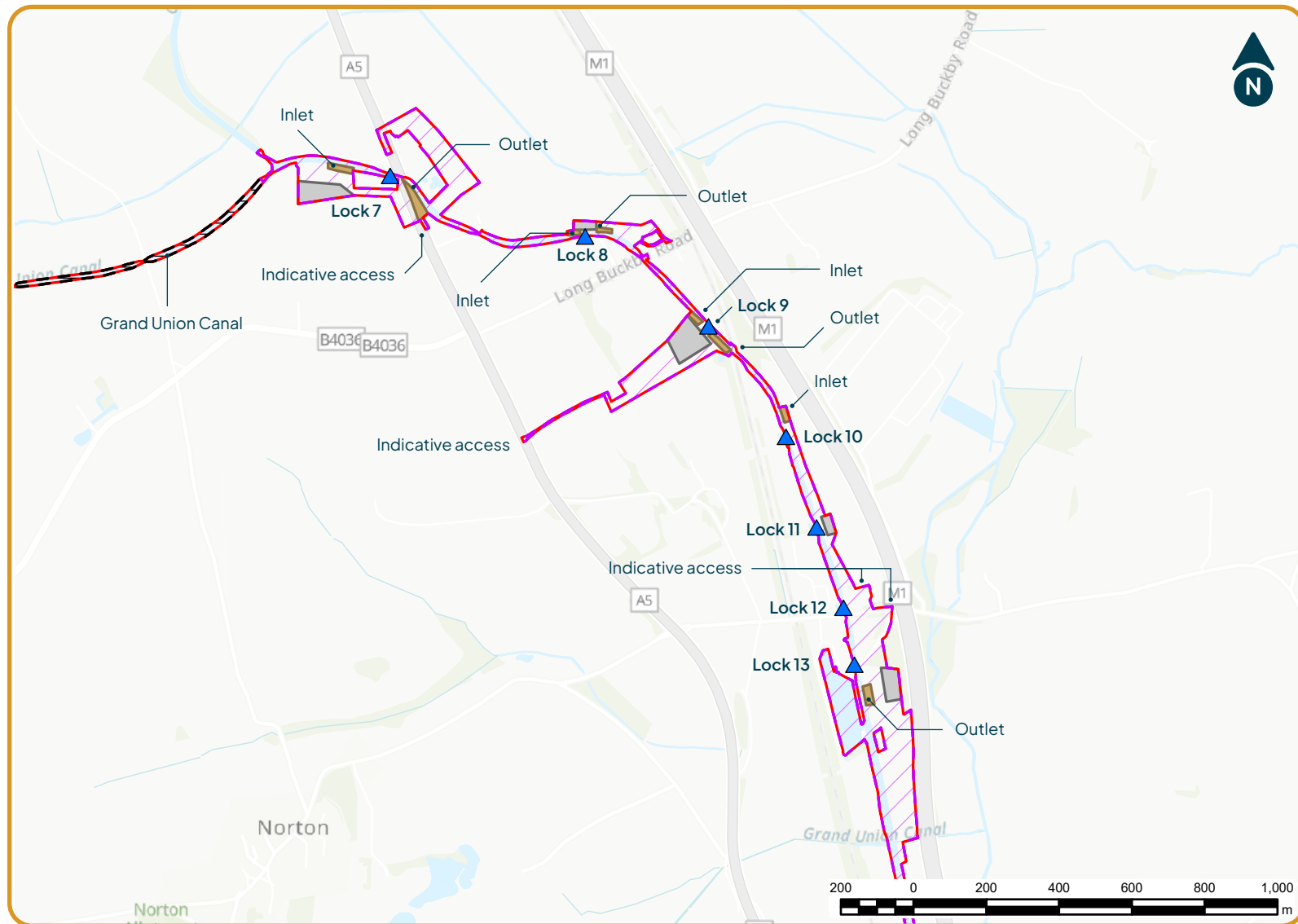
How do gravity bypasses work?

The process involves several steps:

- Step 1:** Water flows down the canal north to south until it reaches a location where it needs to flow downhill past a lock or flight of locks.
- Step 2:** Water is channelled into the bypass via an upstream inlet structure, generally built into the canal bank, then flows through an underground pipe, past the lock or flight of locks.
- Step 3:** Water flows back into the canal via the same type of outlet structure that's used in the pumped bypasses, described earlier in this section.
- Step 4:** The flow rate will be controlled by actuated valves via a level sensor, with some of the gravity bypasses also having flow monitoring equipment for additional flow control.



Indicative location of gravity bypasses at Whilton Locks (Long Buckby Locks 7 to 9 and Whilton Locks 10 to 13)



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

Whilton Locks

Four bypasses will be required at Whilton Locks, to bypass Locks 7 to 13. These seven locks are spread over approximately 2.5 kilometres. We're proposing a new gravity bypass at Locks 7, 8 and 9 (also known as Long Buckby Locks) and a single bypass for Locks 10 to 13.

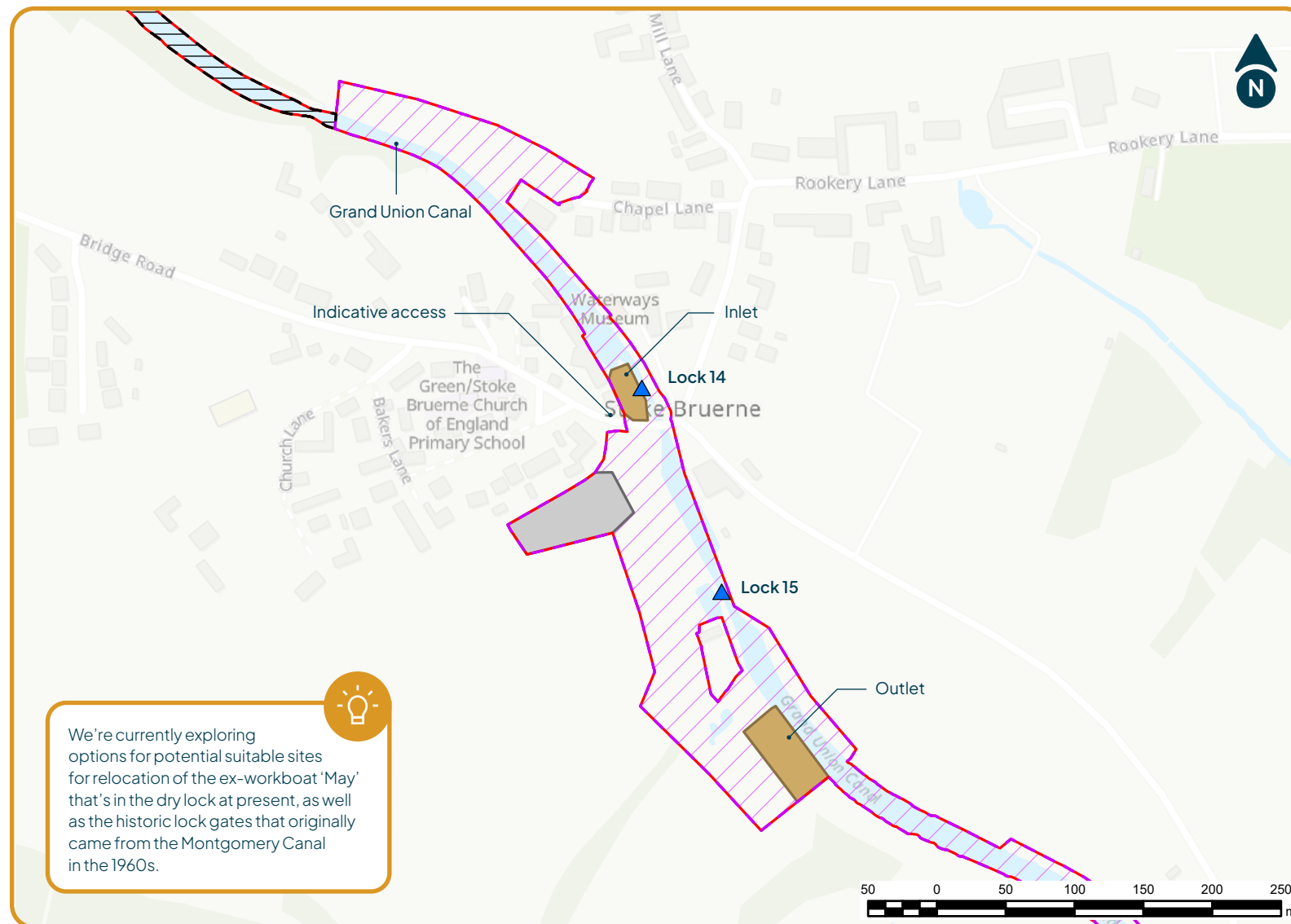
We recognise the challenge of routing the bypass pipeline around Whilton Locks given the proximity of residential properties to the canal. We'll look carefully at how we can route this pipeline and will be considering the use of trenchless crossing techniques in this area. We don't anticipate any impacts on local residences as a result of this. You can read more about trenchless crossing techniques on page 94.

Once the gravity bypasses are operational, they won't require any above ground infrastructure, other than inlet control buildings, access roads and vehicle parking and turning areas, and should only require one or two manholes visible near to the bypasses along the canal.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



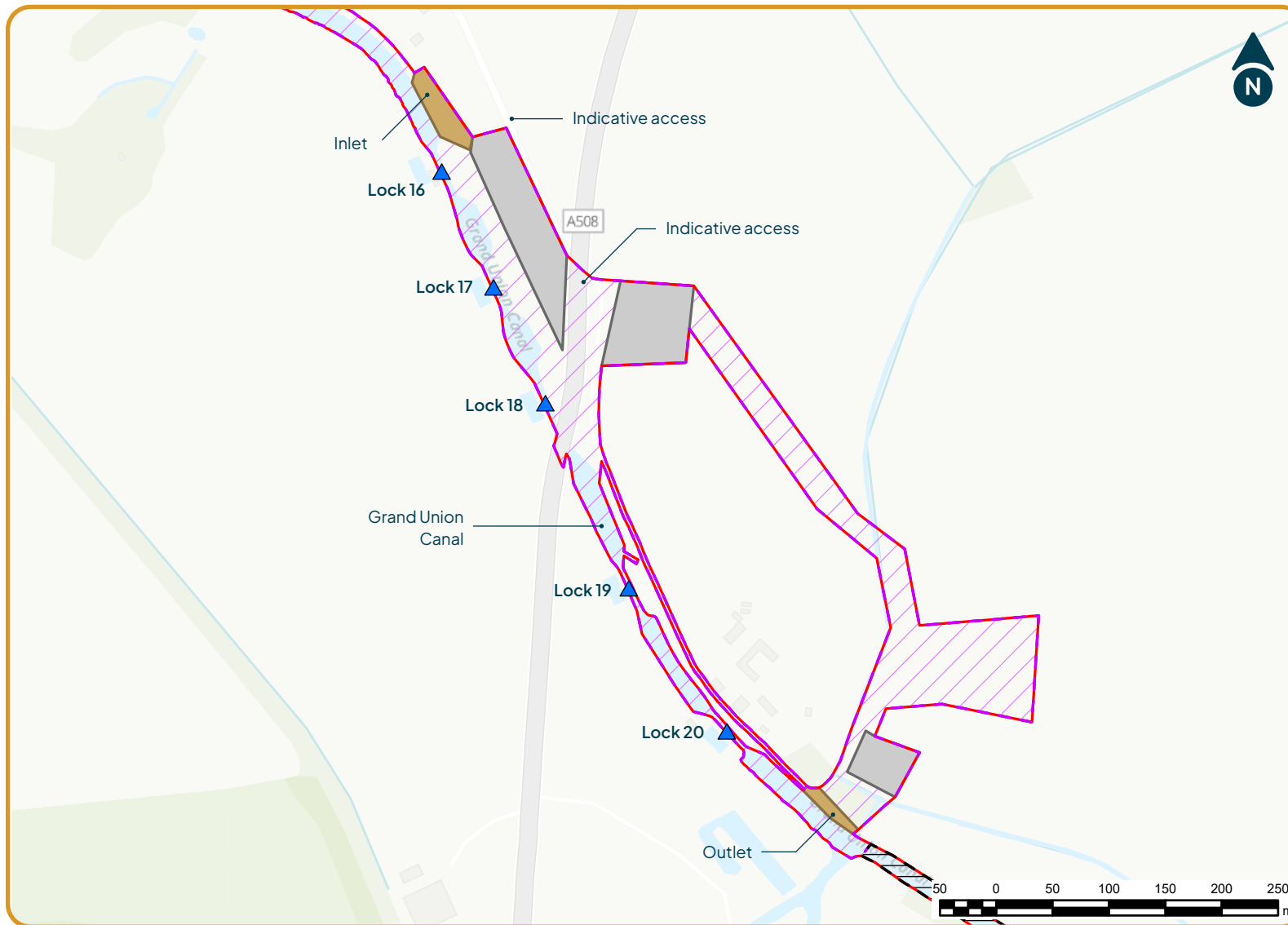
Indicative location of gravity bypass at Stoke Bruerne Locks (Locks 14 to 15)



For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Indicative location of gravity bypass at Stoke Bruerne (Locks 16 to 20)



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

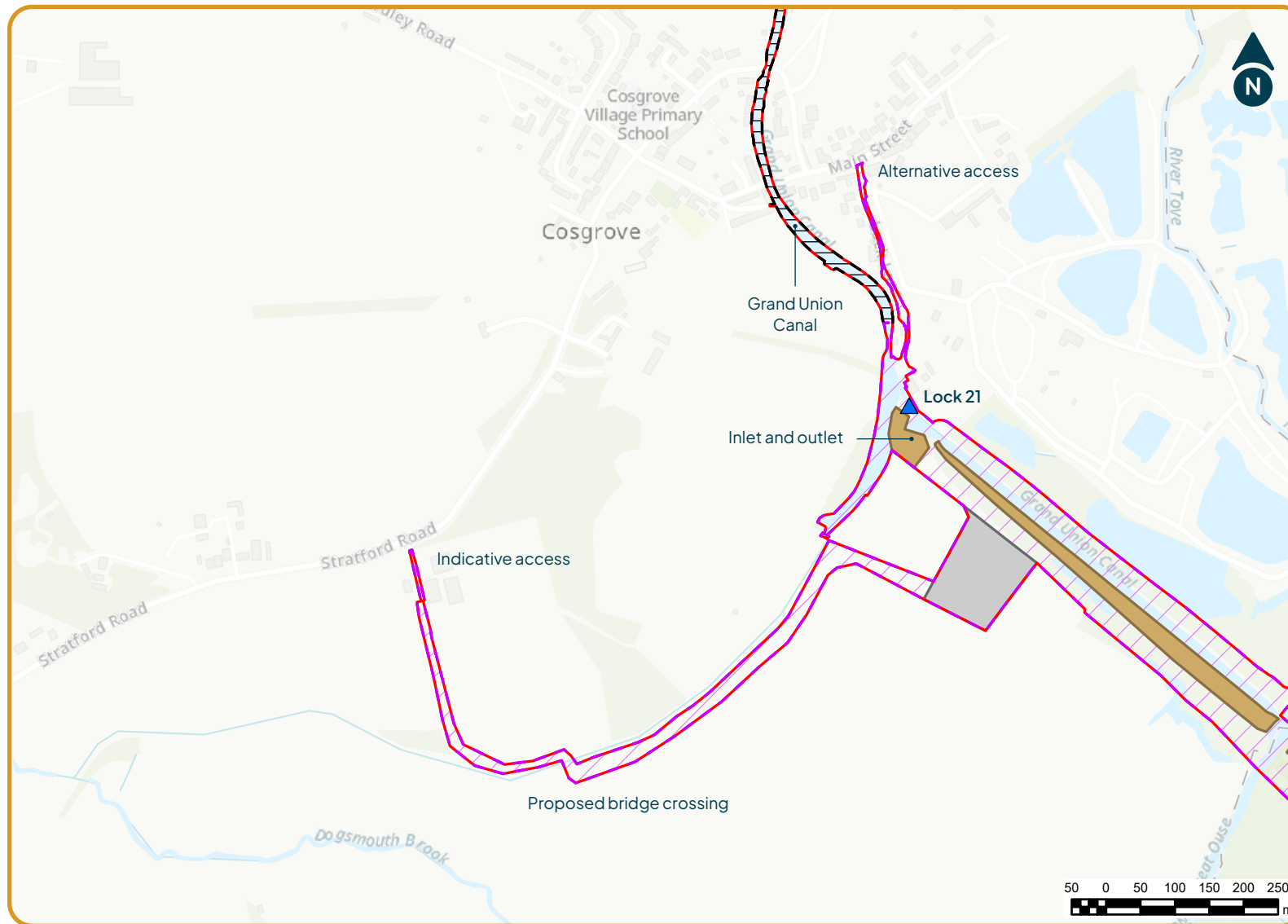
Stoke Bruerne (Locks 16 to 20)

This gravity bypass will bypass the five locks in the lock flight and we propose to route this through adjacent fields. Access to the outlet structure will follow the existing access track off the A508, which runs in parallel to the towpath. The Preliminary Order Limits include space for alternative options for locating the construction compound based on feedback we receive during this consultation.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Indicative location of gravity bypass at Cosgrove Lock (Lock 21)



Legend

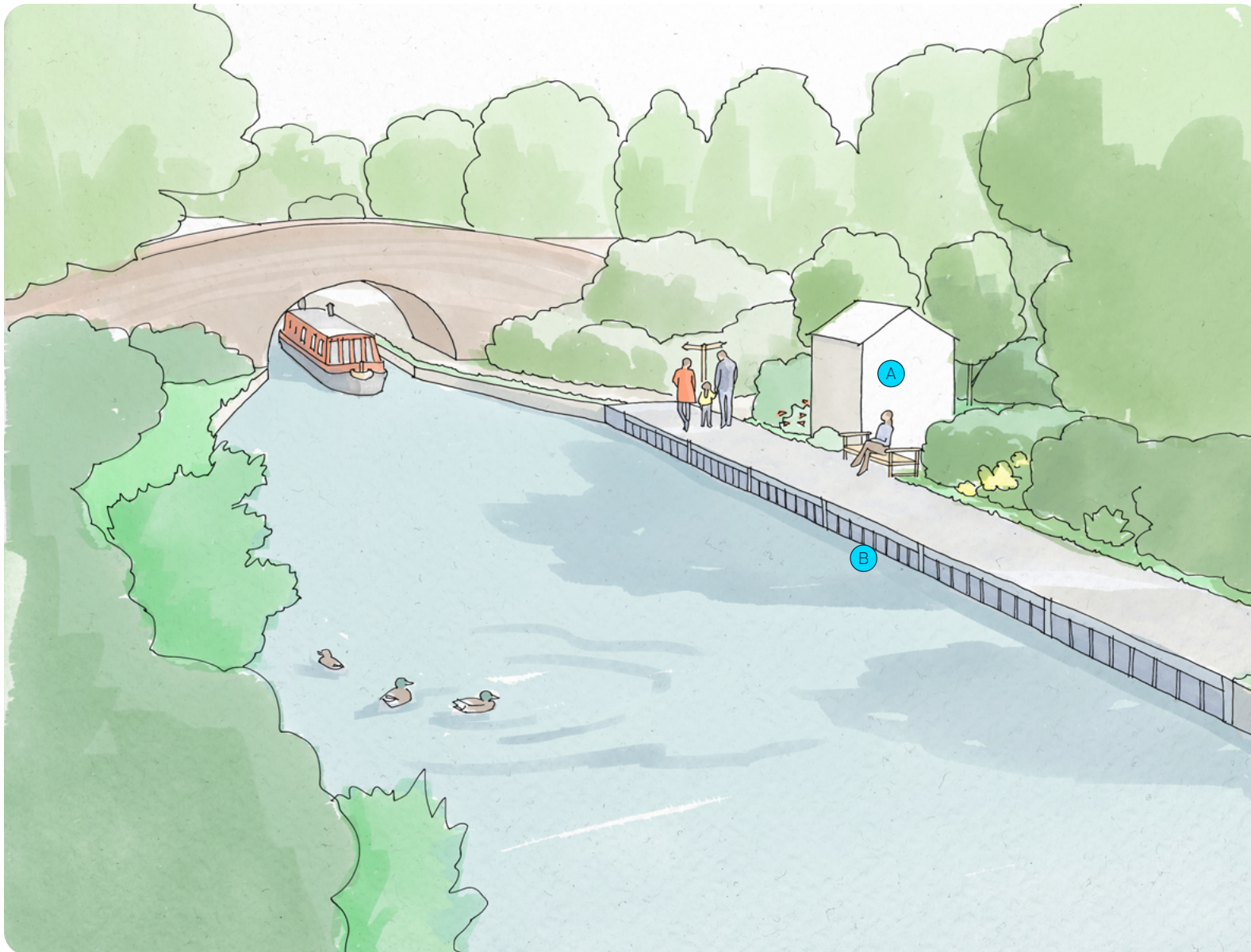
- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

Cosgrove Lock (Lock 21)

This gravity bypass will be approximately 32 metres long, transporting water from the old Buckingham arm of the canal above Cosgrove Lock, through to the historical winding hole (a turning area for boats) below the lock. The Buckingham branch arm of the canal is undergoing restoration in this area, and we'll ensure the proposed bridge crossing in this location is appropriately designed and navigation compliant to allow maintenance access to the gravity bypass.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk

A visualisation of a gravity bypass



Legend

- A Inlet control building
- B Inlet

This image shows what a gravity bypass and associated infrastructure could look like once completed, as seen from an elevated perspective on the opposite canalbank.



Transfer locks

The proposed new transfer locks are needed to minimise the amount of bank raising required in the longer pounds resulting from the water transfer.

The transfer locks are designed to provide a small change in water levels from the upstream to the downstream side. This effectively breaks up the hydraulic gradient across a long pound during high flows and significantly reduces bank raising requirements in the upstream end of the pound.

To allow water levels to be kept within the agreed operational parameters, typically the locks will remain open to canal traffic and will only be operated during periods of higher transfer flows. These are expected to occur mainly during prolonged drought conditions (which we would only expect to see very occasionally, even when climate change is considered) or during exceptional operational events.

The transfer locks will consist of:

- A lock structure similar to the locks currently found along the canal
- Automated lock gates
- A pumped bypass and pumping station, similar to those described in the 'Pumped bypasses' section of this brochure on page 48

We'll design our proposals for the locks for each specific location, by considering various factors, such as their setting in the local area and ease of access for operational management and maintenance.

The designs will be thoughtfully developed to appropriately respond to the character of the local area, and to make a positive contribution to the local canal landscape, and will be in accordance with our design principles, which you can read about on page 24 of this brochure.

The type of lock gate we choose will be decided as part of our ongoing design work.

Have your say!

Do you have any comments on the transfer locks we've presented along the canal section that can help us finalise our plans?

How will the transfer locks work?

We expect to need to use the transfer locks very rarely. They'll only be in use during higher flows of above 80 million litres per day, which are only likely to occur during severe drought conditions.

However, by using transfer locks in our proposals, we can significantly reduce the amount of bank raising we'll need across the length of the canal route.

When we do need to operate the transfer locks, the lock gates will shut, and bypass pumping of the water will begin to lower water levels on the upstream side of the pound. This will allow water levels to remain within normal operating levels on both sides of the lock. When closed, the lock will act as normal, allowing the passage of boats. These locks will be automated as part of our proposals.

We're proposing to add some new transfer locks along the canal network in the following pounds:

- Springwood Transfer Lock, in the Atherstone to Hawkesbury Pound (see page 63)
- Grimes Bridge Transfer Lock, in the Hawkesbury to Hillmorton Pound (see page 64)
- Dodford Road Transfer Lock, in the Weedon Pound (see page 65)
- Iron Trunk Aqueduct Transfer Lock, south of Cosgrove (see page 67)



Hillmorton Locks, Oxford Canal

Transfer locks

Baseline (without the scheme)

Little to no hydraulic gradient along the pound. Sufficient freeboard (the distance between the surface of the water and the top of the side of the bank that we need to ensure safe operation) at all locations.

Note: the vertical scale is exaggerated



With the scheme, no transfer lock

A steeper hydraulic gradient is required to transfer water along the pound.

Water levels could exceed the bank height at the upstream end of the pound, meaning bank raising is required.

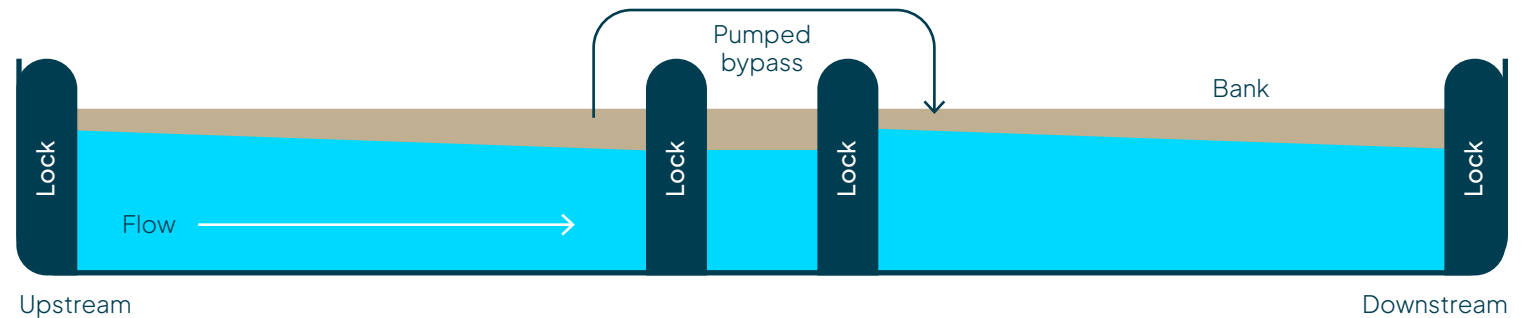


With the scheme and transfer lock

New transfer lock located roughly mid-way along the pound, designed to only be in use during high transfer flows (80–115 million litres per day).

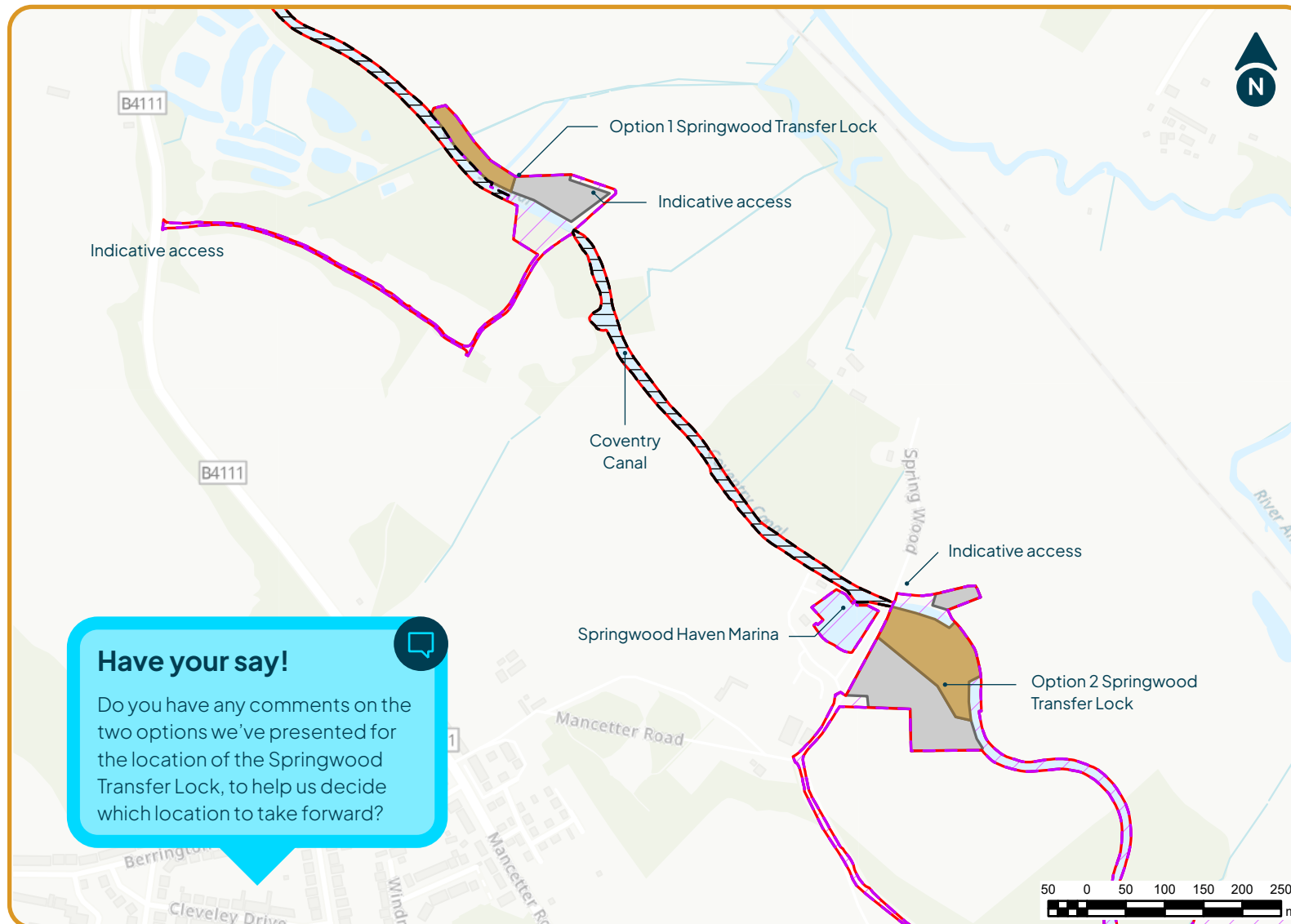
A pumped bypass lowers the water level upstream of the new transfer lock.

Water is pumped around the lock when it's closed. This lowers the water levels upstream and raises them immediately downstream of the lock, reducing the impact of the scheme on water levels in long pounds, and reducing the amount of bank raising required.





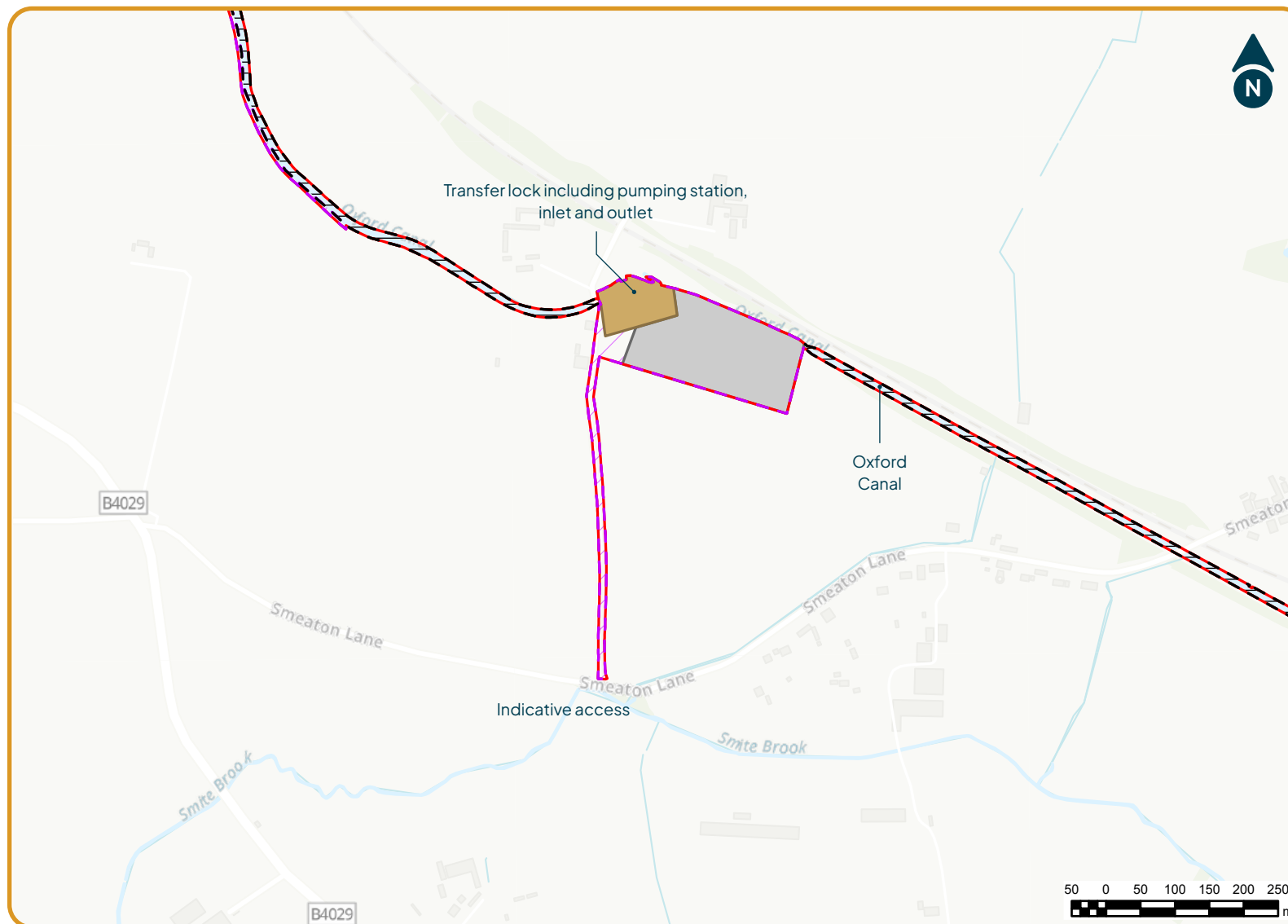
Proposed options for the location of Springwood Transfer Lock



For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Proposed location of Grimes Bridge Transfer Lock



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

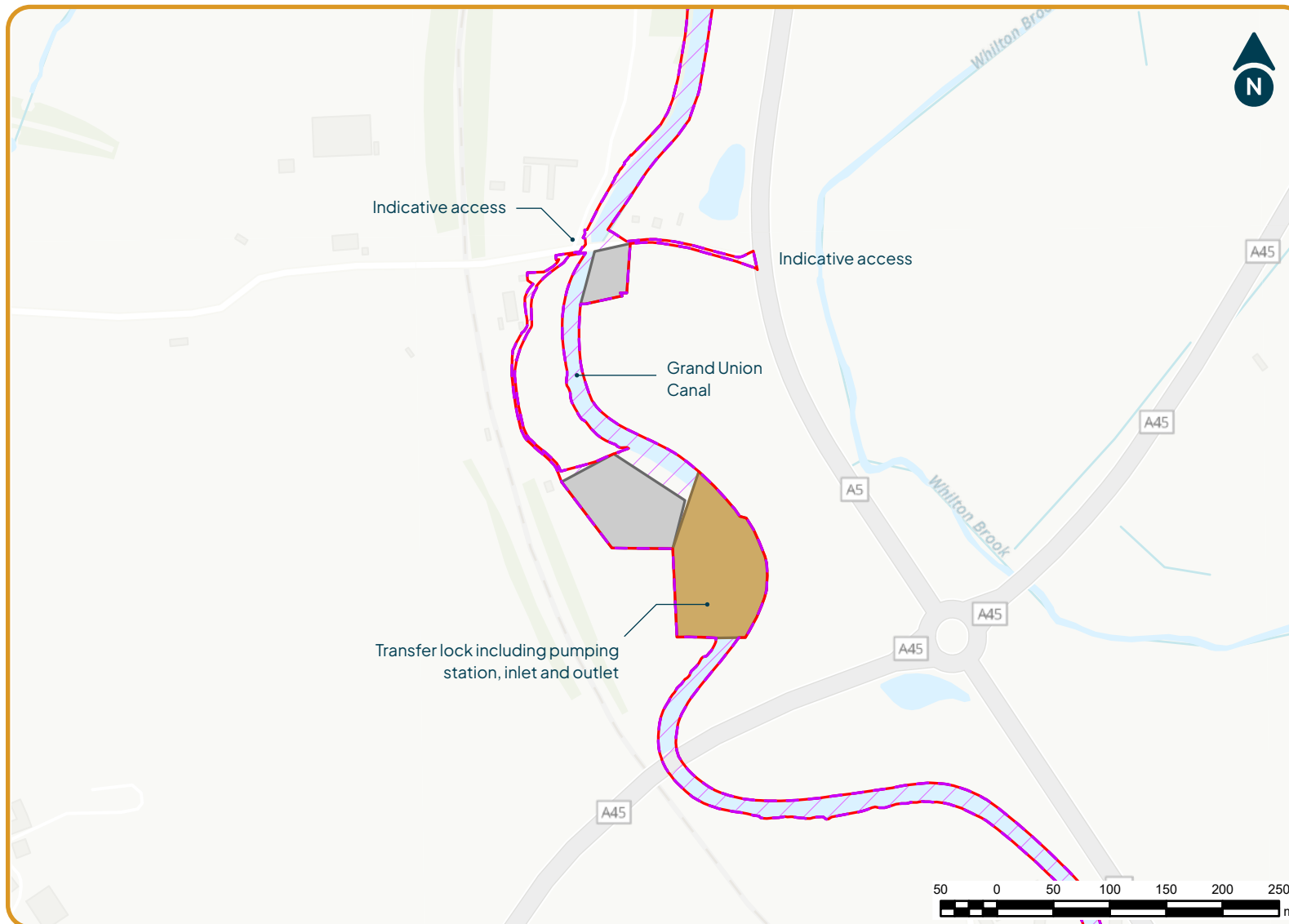
The proposed Grimes Bridge Transfer Lock (in the Hawkesbury to Hillmorton Pound)

We're proposing to locate the lock within this pound just east of Colehurst Lane in Brinklow, which can be seen on the map.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Proposed location of Dodford Road Transfer Lock



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Preliminary Order Limits
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

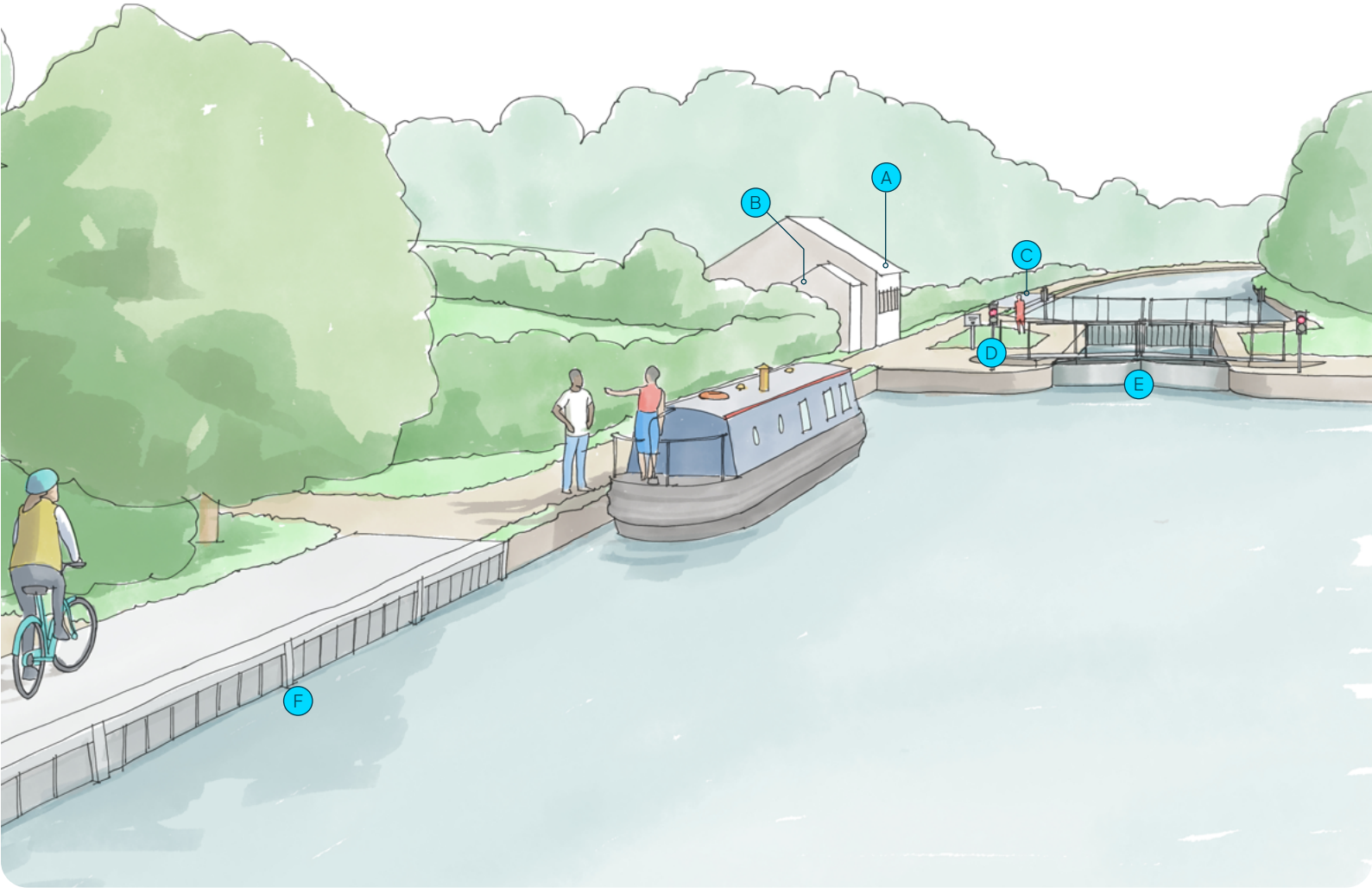
The proposed Dodford Road Transfer Lock (in the Weedon Pound)

We're proposing to locate the lock downstream of Canna Mead Wharf, north of Weedon Bec, which can be seen on the map. We'll work with the existing business here to minimise disruption during construction.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



A visualisation of a transfer lock



Legend

- A** Main control building
- B** Inlet control building
- C** Outlet
- D** Traffic lights
- E** Two sector lock gates
- F** Inlet

This image shows what a transfer lock and associated infrastructure could look like once completed.



Iron Trunk Aqueduct

The Iron Trunk Aqueduct is a scheduled monument located to the north of Milton Keynes within the Cosgrove to Fenny Stratford Pound.

Our modelling has suggested that, as a result of our scheme, there may not be enough distance between the top of the aqueduct wall and the maximum water level to accommodate the amount of freeboard (the distance between the surface of the water and the top of the side of the aqueduct that we need to ensure safe operation).

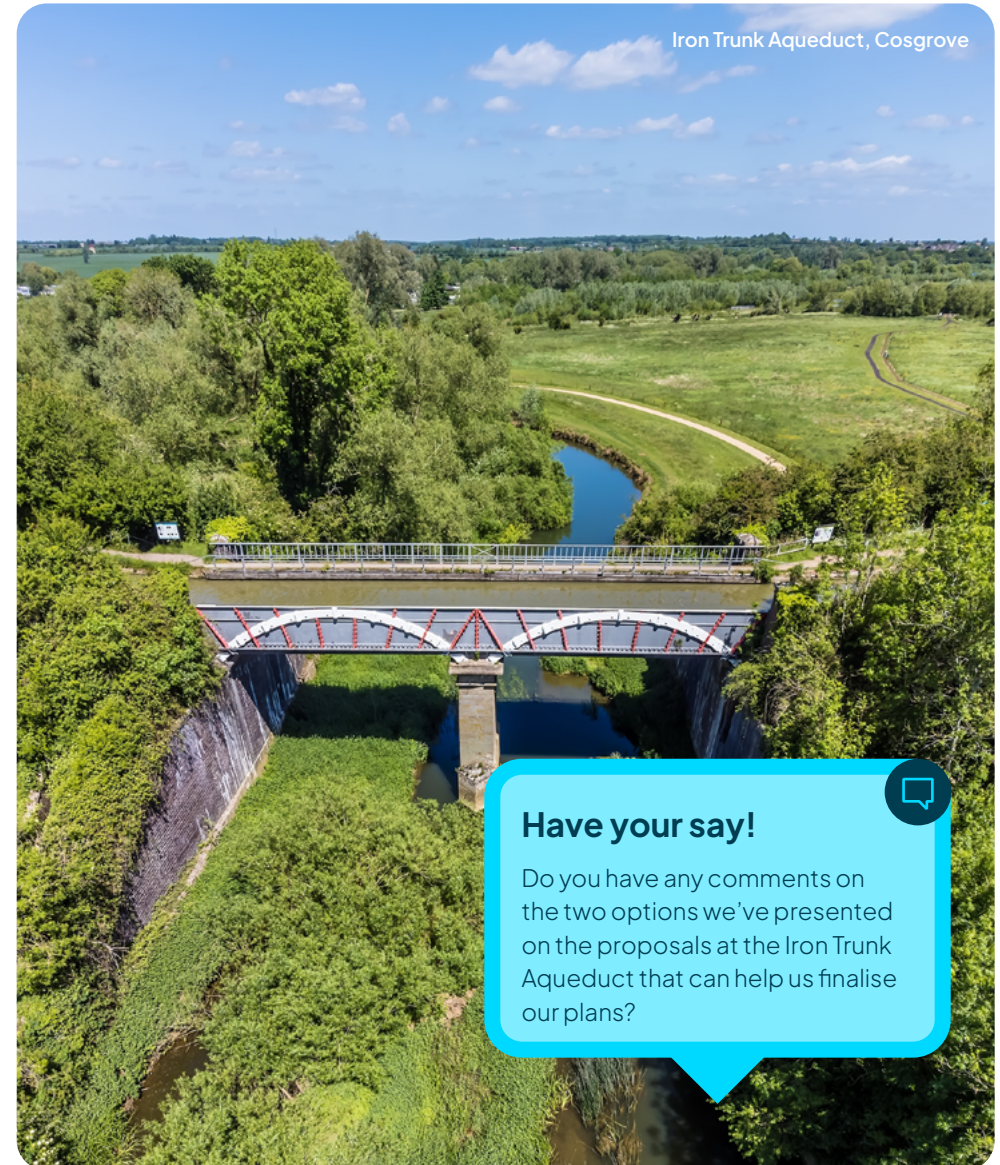
We're currently engaging with Historic England alongside experts within the Trust to understand how we can accommodate the water transfer through this structure.

We're considering two options for this:

- Our current preference is to construct a reversible bar, up to 150mm thick, set over the lip of the trough. This would be a slight modification to the existing aqueduct but would be designed to be in keeping with its current appearance and would mirror the existing small steel angles welded to the top of the aqueduct lip at each end.
- Alternatively, we'd need to introduce a fourth transfer lock which could be sited in one of two proposed locations. This transfer lock and associated bypasses downstream of the aqueduct to lower water levels would mean we could avoid carrying out any works on the aqueduct.

There are two locations where we could site the fourth transfer lock:

- Transfer lock option 1: This site is located to the west of Oakridge Park, north of Milton Keynes, within Stanton Low Country Park (see page 68).
- Transfer lock option 2: This site is between Oakridge Park and Great Linford, north of Milton Keynes, within Great Linford Manor Park (see page 68).



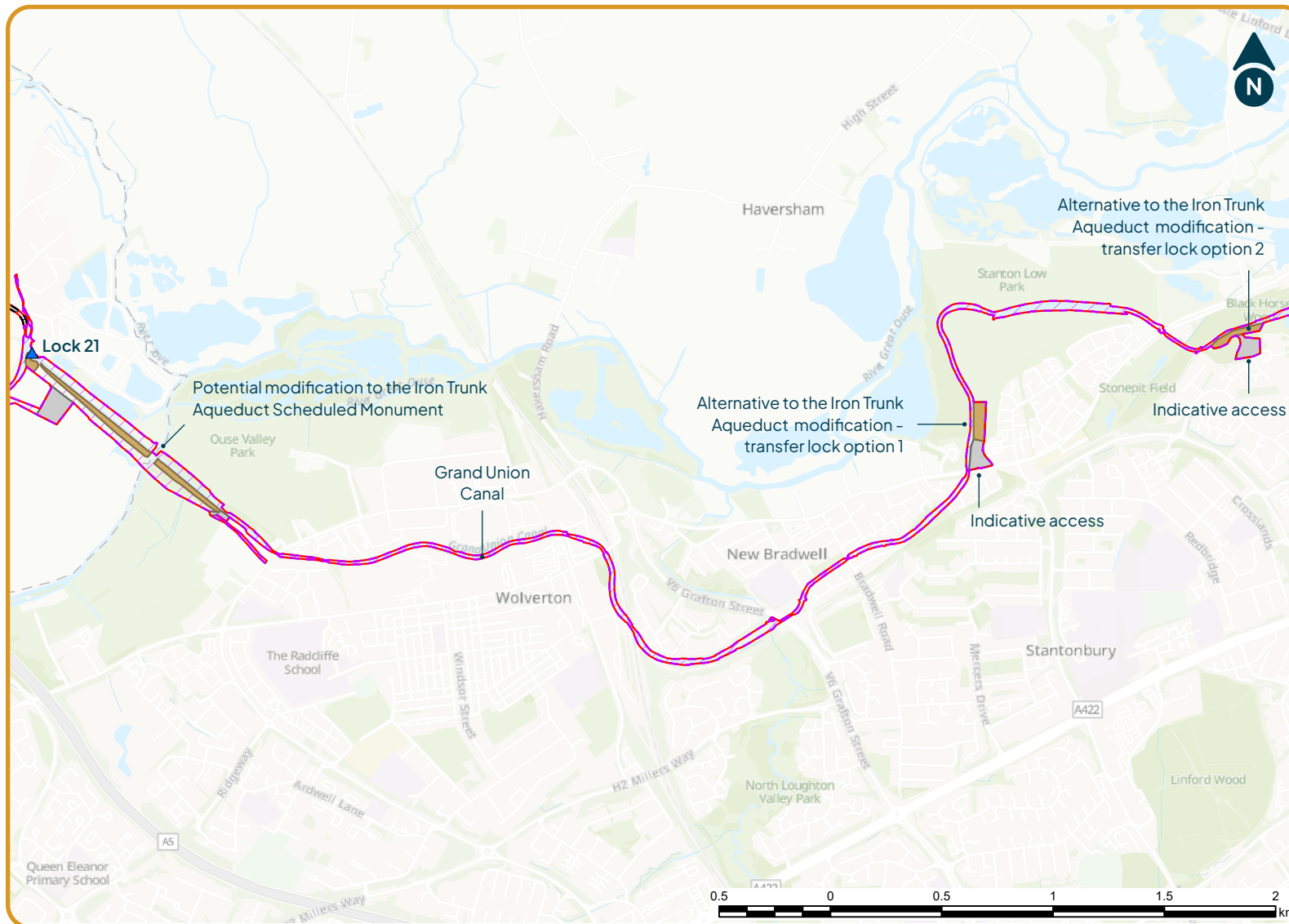
Iron Trunk Aqueduct, Cosgrove

Have your say!

Do you have any comments on the two options we've presented on the proposals at the Iron Trunk Aqueduct that can help us finalise our plans?



Potential modification to the Iron Trunk Aqueduct and transfer lock location options



Legend

- Indicative Work Area (which would include any buried pipeline required)
- Indicative Non-Work Area
- Preliminary Order Limits
- Existing Lock
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)

There are two locations where we could site this transfer lock:

Transfer lock option 1: This site is located to the west of Oakridge Park, north of Milton Keynes, within Stanton Low Country Park.

Transfer lock option 2: This site is located between Oakridge Park and Great Linford, north of Milton Keynes, within Great Linford Manor Park.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Bank raising

Most of the canal banks won't need to be raised to accommodate the scheme, however, in some locations we may need to raise banks and towpaths to accommodate the small increase in water levels as a result of the transfer.

We expect that bank raising will be required along approximately 20 kilometres of the Coventry, Oxford and Grand Union Canals, spread across a number of locations along the canal section, with the majority being raised by between approximately 100 and 250 millimetres.

Where bank raising needs to take place on the offside of the canal (i.e. the side without a towpath), it will only be the level of waterproof lining within the canal that needs to be raised.

On the towpath side of the canal where bank raising is required, we won't need to raise the towpath itself in some cases (for example, where it already sits above the height of the canal bank that needs raising). However, we'll refurbish the towpath wherever bank raising is required on the towpath side.

Where the towpath is impacted by canal bank raising, we'll ensure that any towpath works are sympathetic and in keeping with the current design, local character, and structure of the canal and any heritage assets in the area.

It'll be designed to ensure existing wildlife habitats aren't compromised.

Wherever possible, we'll keep towpaths and Public Rights of Way open during these works. Where towpaths may need to be temporarily closed during construction, we'll find solutions to minimise disruption as much as possible and ensure local communities and canal users are informed of any closures ahead of time. While there may be some temporary disruption during the construction of bank raising, once completed, there'll be no significant adverse impact on navigation or the recreational use of the canal and towpath.

At locations where bank raising is required, we'll make improvements for canal users where possible, for example, by providing facilities for boaters such as mooring sites, rings etc., and, where feasible, we'll look to improve local towpath surfaces and access points. We'll also aim to enhance habitats, where possible, to help improve the canal's resilience to climate change.

There are three types of bank raising we may need to carry out, depending on the location:

- Raising to the hard bank on the towpath side of the canal, typically using steel sheet piles, with the option of providing the ability for boats to moor where appropriate

- Raising to the soft bank on the offside of the canal that provides a good wildlife habitat
- Construction of traditional masonry washwalls, which are normally found at locations of canal infrastructure, such as lock flights

Ahead of any bank raising, we'll need to assess the embankments in the locations where this is proposed, to assess their structural stability and undertake any necessary remedial work.

Bank modifications

There are also some sections of the canal bank that may require repair works rather than bank raising, to ensure they're able to accommodate the water level increases associated with the scheme.

This includes sections of the bank that are currently in poor condition, or where there are potential issues such as leakages from the canal.

These are repair works that are routinely carried out by the Trust, but we may need to bring forward some of these modifications to allow us to progress with the construction of the scheme.

We're proposing to carry out bank raising in the following pounds:

- Atherstone to Hawkesbury Pound
- Hawkesbury to Hillmorton Pound
- Whilton to Stoke Bruerne Pound
- Cosgrove to Fenny Stratford Pound

We're also proposing to carry out works to the Grade II listed Atherstone Lock at the north end of the Atherstone to Nuneaton Pound.

You can view where we're proposing bank raising on our Interactive Map or in our Map Book. Both are available on our website at www.guctransfer.co.uk.



Have your say!

Do you have any comments on the bank raising we've presented along the canal section that can help us finalise our plans?





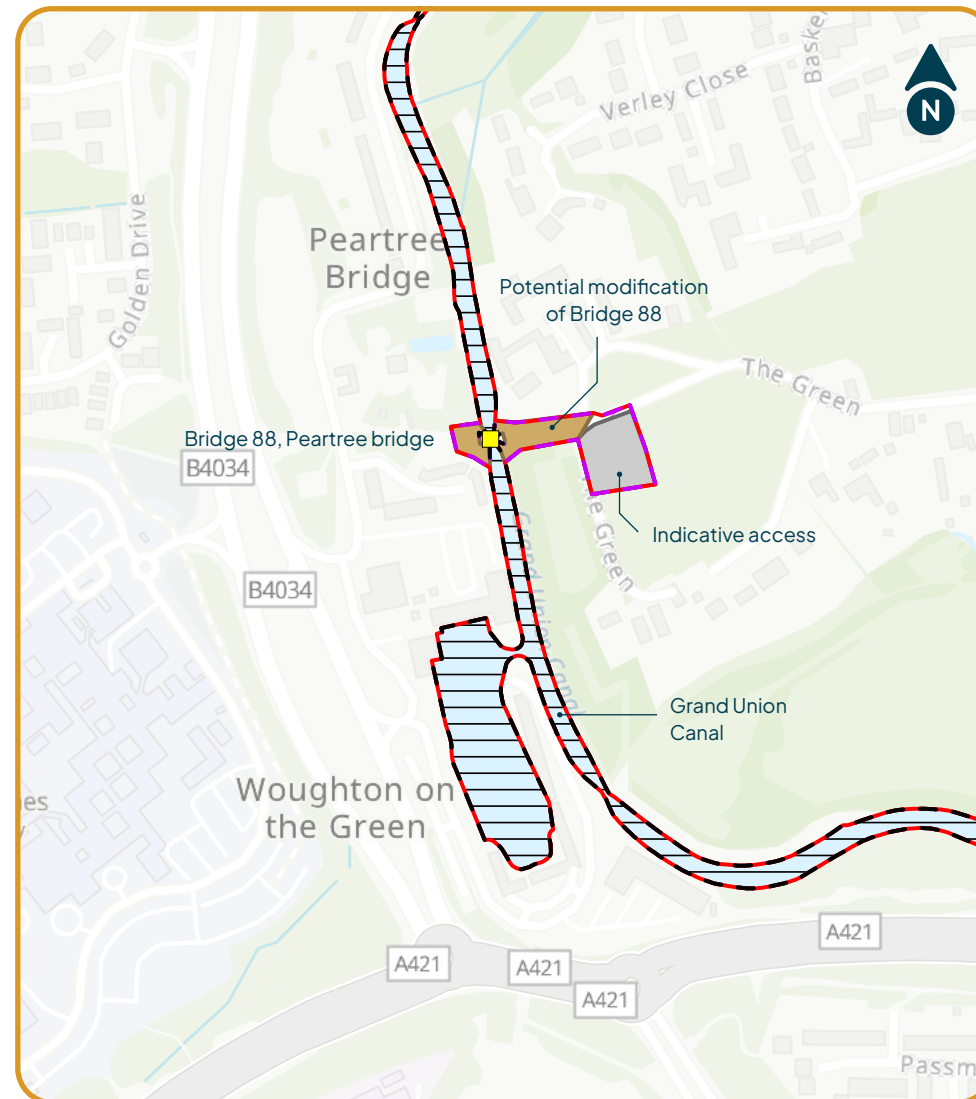
Adjustments to Bridge 88

As part of our proposals, we may need to make some adjustments to Bridge 88, also known as Peartree Bridge, in Woughton Marina, Milton Keynes. This is to ensure navigation can continue as usual through the bridge.

The change in operational water levels due to the transfer will marginally reduce the air draft at Bridge 88, and we may need to do some work to the bridge.

We're currently considering increasing the height of the bridge span, which would require the reconstruction of the bridge. The actual solution required will be explored further as the scheme design develops.

Potential adjustments to Bridge 88 or 'Peartree Bridge'



Legend

- Indicative Work Area
- Indicative Non-Work Area
- Preliminary Order Limits
- Indicative Construction Compound
- Indicative Permanent Works Area (Likely Maximum Extent)
- Bridge

Have your say!

Do you have any comments on the potential adjustments to Bridge 88 we've presented to help us finalise our plans?

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Adjustments to existing weirs

There are a number of waste weirs and byweirs which currently act to control the amount of water in the canal.

Water levels will rise marginally as part of the scheme, so we may need to make some adjustments to these existing weirs. This is to make sure water can move efficiently through the canal and for flow to be controlled when canal water levels are raised.

For the majority of affected weirs, only minor work will be required and we wouldn't expect any significant disturbance during construction.

There are up to 17 weirs along the route which will require more substantial work. These can be seen on our interactive map available on our website at www.guctransfer.co.uk.

We propose to fit a number of these weirs with new tilting weirs, which are automated to enable greater control over this section of the canal.

We'll assess the weirs on a case-by-case basis taking into account their setting, such as any heritage designations, to determine the most appropriate way to undertake the necessary work.

You can view where we're proposing adjustments to existing weirs on our interactive map or in our Map Book. Both are available on our website at www.guctransfer.co.uk.



Have your say!

Do you have any comments on the adjustments to existing weirs we've presented along the canal section that can help us finalise our plans?



Existing weir on the Ashby Canal





The importance of Daventry and Drayton Reservoirs

The Trust's existing reservoirs at Daventry and Drayton will play an important role in the Grand Union Canal Transfer. These reservoirs are currently used as supply reservoirs, helping to manage water levels in the canal network and sustain navigation.

Both reservoirs are popular for a range of recreational activities, including walking, fishing and nature watching. Daventry Reservoir also has additional facilities at Daventry Country Park, such as water sports, a children's playground and café, which are used regularly by the local community.

Under our current plans for the scheme, we're proposing to enhance the reservoirs' current role as navigation supply reservoirs by diverting surplus water into them via a semi-continuous flow. This will ensure this water can be used to maintain the transfer when there isn't enough water available from Minworth, for example, during a severe drought. This will create greater resilience for the canal and its users and also help to improve the overall water quality in the reservoirs because there'll be more water movement through them.

We're proposing to keep the reservoirs full until they're needed. Should the reservoirs need re-filling at any point, we'll transfer additional water from Minworth to facilitate this. In these events, the reservoirs will both still operate to ensure a supply of water for navigation to the canal.

What will need to be built?

Although the reservoirs will be used less frequently to supply water to the canal for navigation once the scheme is in place, the maximum rate of discharge will need to be increased. Therefore, as well as constructing new inlets to both reservoirs, we'll also need to upgrade the discharge structures to allow water to be taken at a higher rate from both reservoirs. We'll be laying two underground pipelines from the pumped bypass at Braunston. One pipe will feed the reservoirs (via the new inlets) and another will be used to bypass the Braunston Tunnel and locks and transfer water straight back into the canal.

You can read more about the bypass at Braunston on page 51 and how we construct pipelines on page 93.

At Daventry Reservoir, we'll replace some existing structures, such as inlets, and a culvert to handle increased flows. We'll also raise the banks along the feeder channel that runs from the reservoir to the canal and modify an existing structure to allow the water to be fed into the canal, or diverted away into an existing watercourse, as required. We will also build a new discharge structure to be located on the right bank of the reservoir.

At Drayton Reservoir, we'll modify the existing structures to handle increased flows from both the scheme and the reservoir itself. Additionally, we'll install an approximately 350mm diameter siphon over the embankment to boost flows from the reservoir, when necessary.

Have your say!

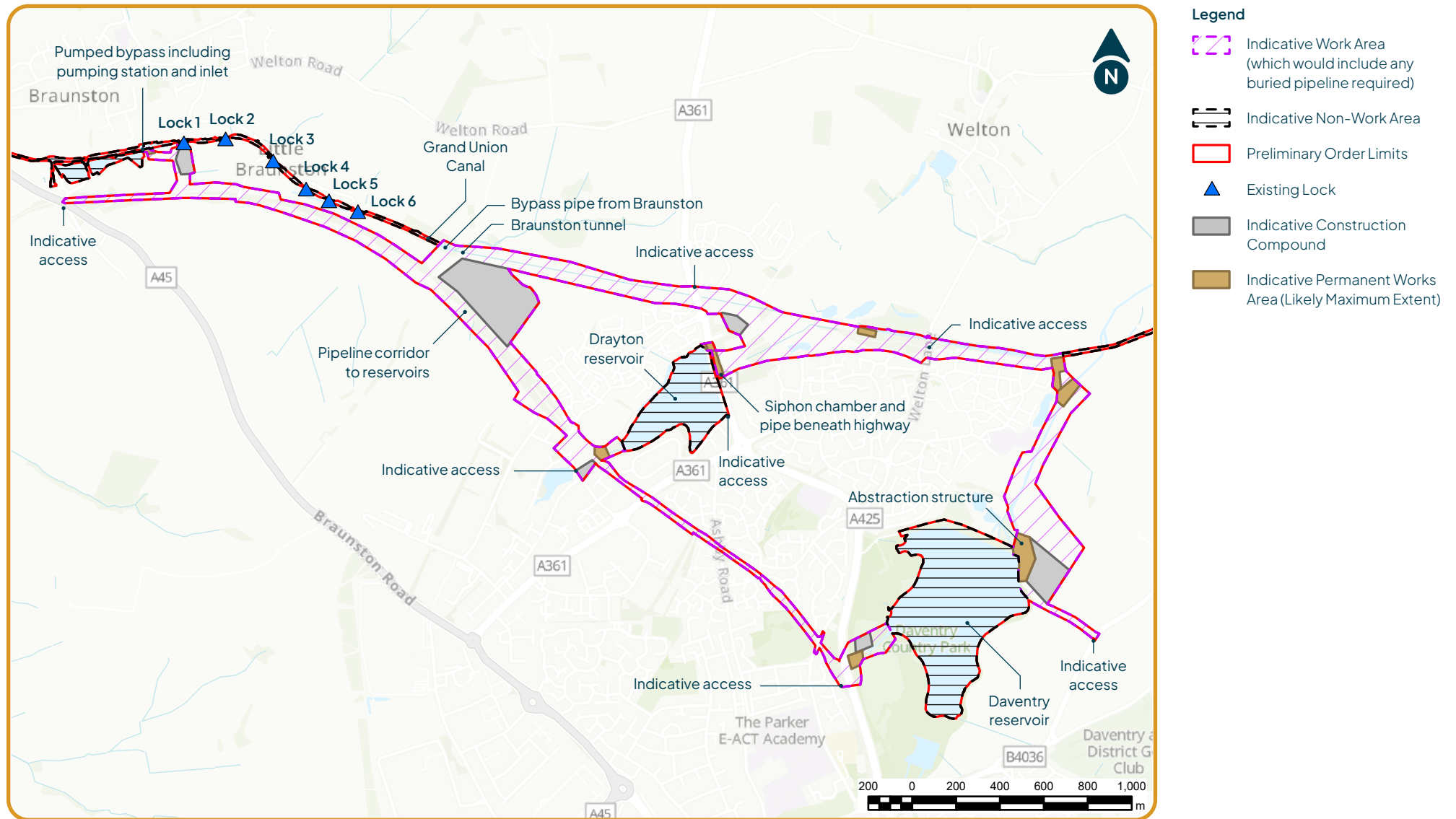
Do you have any comments on our proposals for works at Daventry and Drayton reservoirs?



Daventry Country Park



Proposed infrastructure and adjustments at Braunston Lock and Daventry and Drayton Reservoirs



For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



A visualisation of the proposed infrastructure at Daventry Reservoir



Legend

- A New access/lookout
- B Current discharge structure
- C New discharge structure /lookout
- D Current floating boom

This image shows what the new infrastructure could look like at Daventry Reservoir once completed.



Southern section

Our proposals



Transferring water to Affinity Water customers

After the water has been transferred through the canal network, it will be piped from the canal via a new abstraction structure built into the towpath. Then it will be stored and treated again at our proposed new water treatment works and water storage site.

We've selected our preferred site, (previously called Site B in our Phase One Public Consultation) and named it Galley Water Treatment Works (WTW). It's located in Great Brickhill, southeast of Milton Keynes.

The water will be treated to drinking water standards before being transferred through a new underground pipeline to an existing covered reservoir near Luton, where it will enter the Affinity Water supply network.

We shared a number of locations for the new water treatment works and water storage and the potential pipelines to transport the drinking water, at our Phase One Public Consultation in 2024.

Since then, we've looked carefully at the feedback we received about these sites and routes. We've also been having further discussions with a range of stakeholders and landowners, while carrying out our next phase of engineering and environmental assessment work to inform our plans.

You can read more about the preparatory work we've carried out to help us select this site in our Scheme Development and Options Report, available on our website at: www.guctransfer.co.uk/consultation.



What have we done...

Since our Phase One Public Consultation?

- We've selected Site B as the site we're progressing for further consultation and named this Galley Water Treatment Works.
- We've developed a more detailed understanding of the requirements for the abstraction point and the elements required to protect fish and eels near this site.
- We've been carrying out environmental surveys and assessments and ground investigations to gather data to help us refine our proposals.
- We've also developed a more detailed view of the structures needed in this section of the scheme, and their construction requirements.



What we'll need to build to store and treat water

Taking water from the canal

To take the water from the canal, we'll build a new weir and pumping station. This will allow us to pipe water from the canal in a controlled way and at a low speed. We've carefully considered any potential impacts on canal users and wildlife through the early design of the scheme and aim to minimise these as much as possible.

What will we build?

The structure will look like many of the existing weirs along the canal network and will consist of a weir built into the canal bank, where water would flow over in a controlled way and at a low speed. It will include a coarse screen to ensure any debris or floating materials aren't taken into the pipeline. The weir will be below ground so the towpath would pass along the top of this structure at the same height as it is currently.

Behind that structure, built underground within the towpath area, will be a channel containing screens to prevent fish, including eels, from entering the pumps. This channel will allow the fish and eels to return back to the canal at a point further along.

Transferring water to the new water storage site

We'll need a new pumping station, which will help transfer water from the canal to the new water storage site.

This structure will be built on land alongside the canal towpath as part of the Galley WTW overall site area. We've shown an indicative area where this pumping station could be sited, the indicative work area for the works to build the structures, and an access road, in the map on page 82.

What will we build?

The pumping station structure will be screened from the canal by the current hedging along the towpath. It'll be approximately 7 metres by 8 metres and a height of no more than 5 metres.

The current access road to the field where the pumping station is located will be utilised and upgraded as part of the construction, to ensure safe access for any maintenance of the pump or the weir.

The water will then be pumped via an underground water main pipeline to the top of the water storage facility along its northern side. There'll be a pipe near the water treatment works to allow the transfer water to go directly into the water treatment works if the water storage facility is not being used. This will enable flexibility and quicker access for the water treatment works operation.

Example of water storage at Daventry

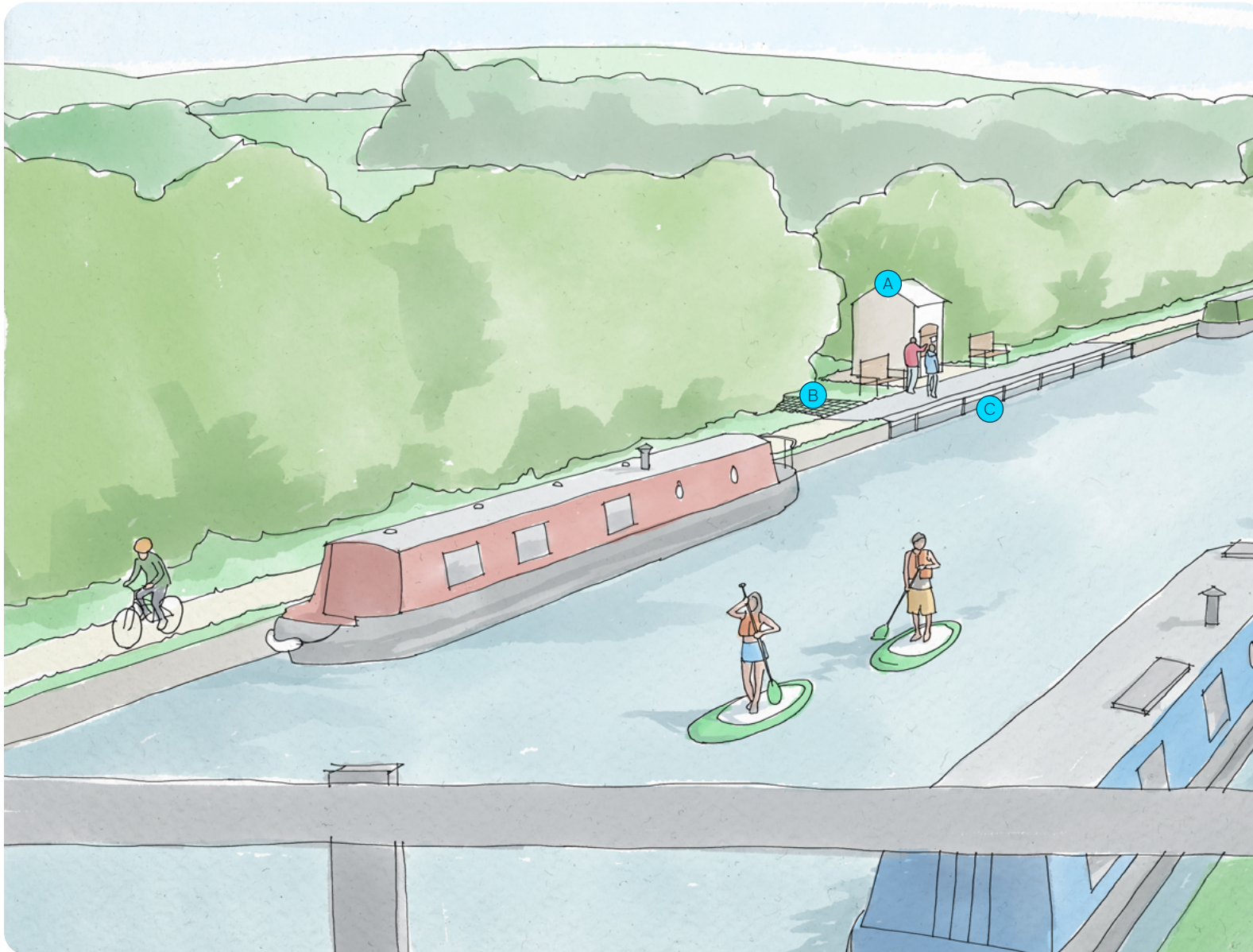


Have your say!

Do you have any comments on our proposed abstraction structure and infrastructure to transfer water from the canal to the Galley WTW and water storage site?



A visualisation of the Galley Water Treatment Works abstraction structure



Legend

- A Inlet control building
- B Covered channel
- C Inlet

This image shows what the Galley Water Treatment Works abstraction structure and associated infrastructure could look like once completed.



Water storage site

We'll store water abstracted from the canal at the new water storage site, before it's treated at the new Galley WTW located on the same site.

What will the new water storage look like?

We know an approximate location, shape and size of the Galley WTW because of the topography and geology of the land, and have provided an indicative visualisation of what it could look like on page 80.

The water storage will have a likely surface area ranging between 7 and 11 hectares. It's likely to consist of an earth embankment that's typically 1 to 2 metres, although on the west side of the site this will rise to a maximum height of approximately 8 metres. The water storage will be able to hold up to five days' worth of water, which is approximately 575 million litres of water – the equivalent of around 230 Olympic swimming pools.

The water storage area will need to have some fencing around it for safety purposes; this won't be high security fencing, and can be designed to fit in with local surroundings.

We're proposing to plant native trees and shrubs around the site, and planting can also be used to act as a screen, to minimise any visual impact of the structure.

We're considering the feasibility of opening up part of the water storage bank for public access. Although the water storage won't be big enough to safely include areas for fishing or boating, we could, for example, include a walking route with features such as benches and information boards.

We're also exploring opportunities to introduce areas to improve biodiversity across the site.

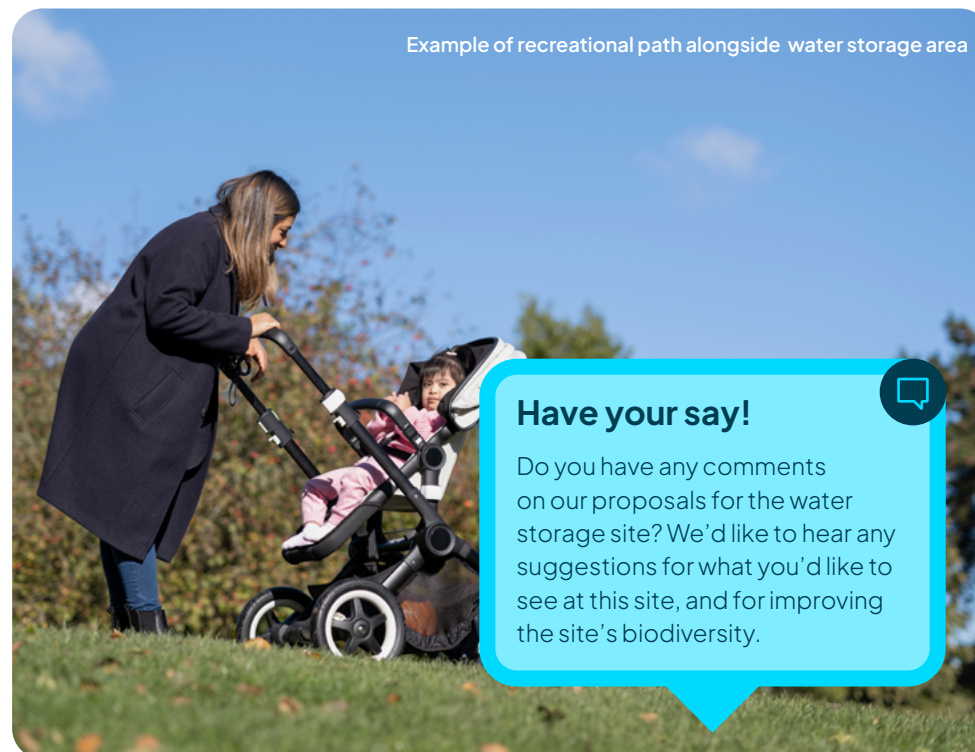
Within the water storage, there'll be a small building to house access to the pipes to transfer the water to the water treatment works. This will be accessed by a small walkway across the water and won't be publicly accessible.

Why is water storage needed?

We'll store five days' worth of water before it goes through the treatment process. This will allow the whole scheme to be more resilient, allowing an additional buffer between water in the canal and the transfer water reaching the new water treatment works.

This means that, should there be any issues with transferring water in the canal, we'll have a number of days to implement other options to ensure we maintain supply for Affinity Water customers.

Example of recreational path alongside water storage area

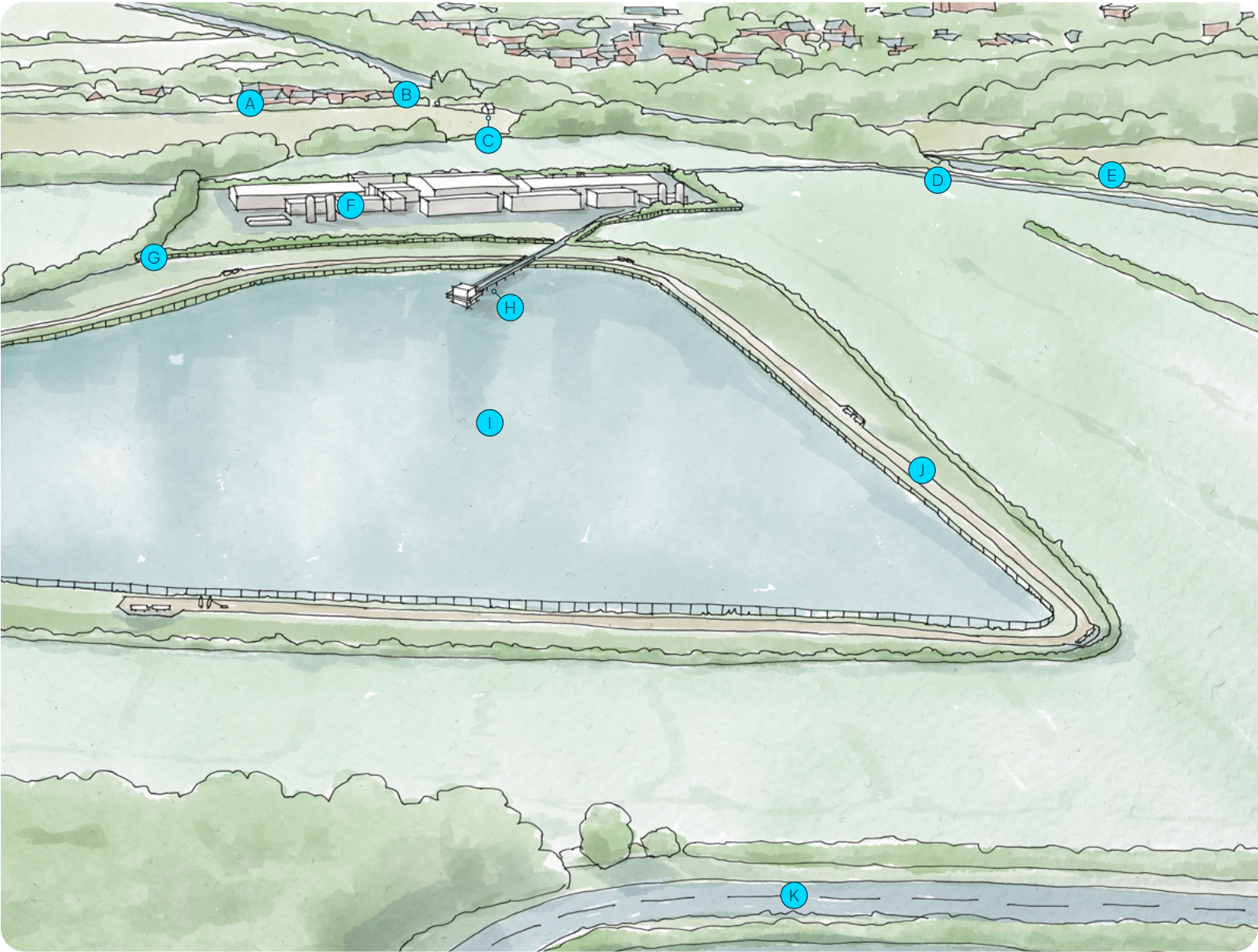


Have your say!

Do you have any comments on our proposals for the water storage site? We'd like to hear any suggestions for what you'd like to see at this site, and for improving the site's biodiversity.



A visualisation of the Galley Water Treatment Works water storage site



Legend

- A** Grand Union Canal
- B** Abstraction structure, including inlet control building and inlet
- C** Pumping station
- D** Entrance road
- E** A4146
- F** Water treatment works buildings
- G** High security fencing
- H** Walkway
- I** Water storage
- J** Walking access route
- K** Galley Lane

This image shows what the Galley Water Treatment Works water storage and associated infrastructure could look like once completed.



The new Galley Water Treatment Works

What will we build?

The new Galley WTW will take water from the water storage site and treat it to drinking water standards, before transferring it to a pipeline. The pipeline will transport the drinking water to an existing covered reservoir near Luton, where it will enter the Affinity Water supply network.

We need to further refine our early designs for the WTW, and we're keen to hear your views on our proposals. However, we know an approximate location, shape and size, because of the topography of the land.

What will the new Galley WTW look like?

We expect the permanent footprint of the site will be approximately 200 metres by 110 metres. Within this area we'll need a number of site buildings, pipelines and storage equipment. The tallest equipment will be the carbon dioxide storage containers, at a maximum height of approximately 15 metres, but most of our equipment will be lower in height than this.

The indicative visualisation on page 83 illustrates what the site could look like regarding the amount of infrastructure required for the water treatment process. This will be subject to change based on the responses and feedback received from this consultation, as well as further engineering and environmental assessments.

The WTW site will need to meet strict security regulations to protect the water treatment process. This will include items such as perimeter fencing, CCTV, intruder detection and, if required, lighting.

Access road

The current proposal for the main access to Galley WTW will be from the A4146 road. This will be located before the roundabout, with a slip road on and off the A4146, enabling safe entry and exit to and from the A road.

Our water quality standards for Affinity Water customers

Drinking water quality is highly regulated by the Drinking Water Inspectorate (DWI). We'll be required to carry out daily sampling at Galley WTW to ensure the plant's operating correctly and the water delivered to Affinity Water customers is of the right standard.

We're currently planning to run a pilot plant (a scaled-down version of the Galley WTW) at the Minworth site to test the types of treatment required to meet these stringent standards. The diagram on page 84 shows the key stages of water treatment we would expect to put in place for the site.

Find out more about our pilot plant trials on our website at www.guctransfer.co.uk.

You can read more about our water quality standards and how we meet them in our water quality factsheet on our website at www.guctransfer.co.uk.

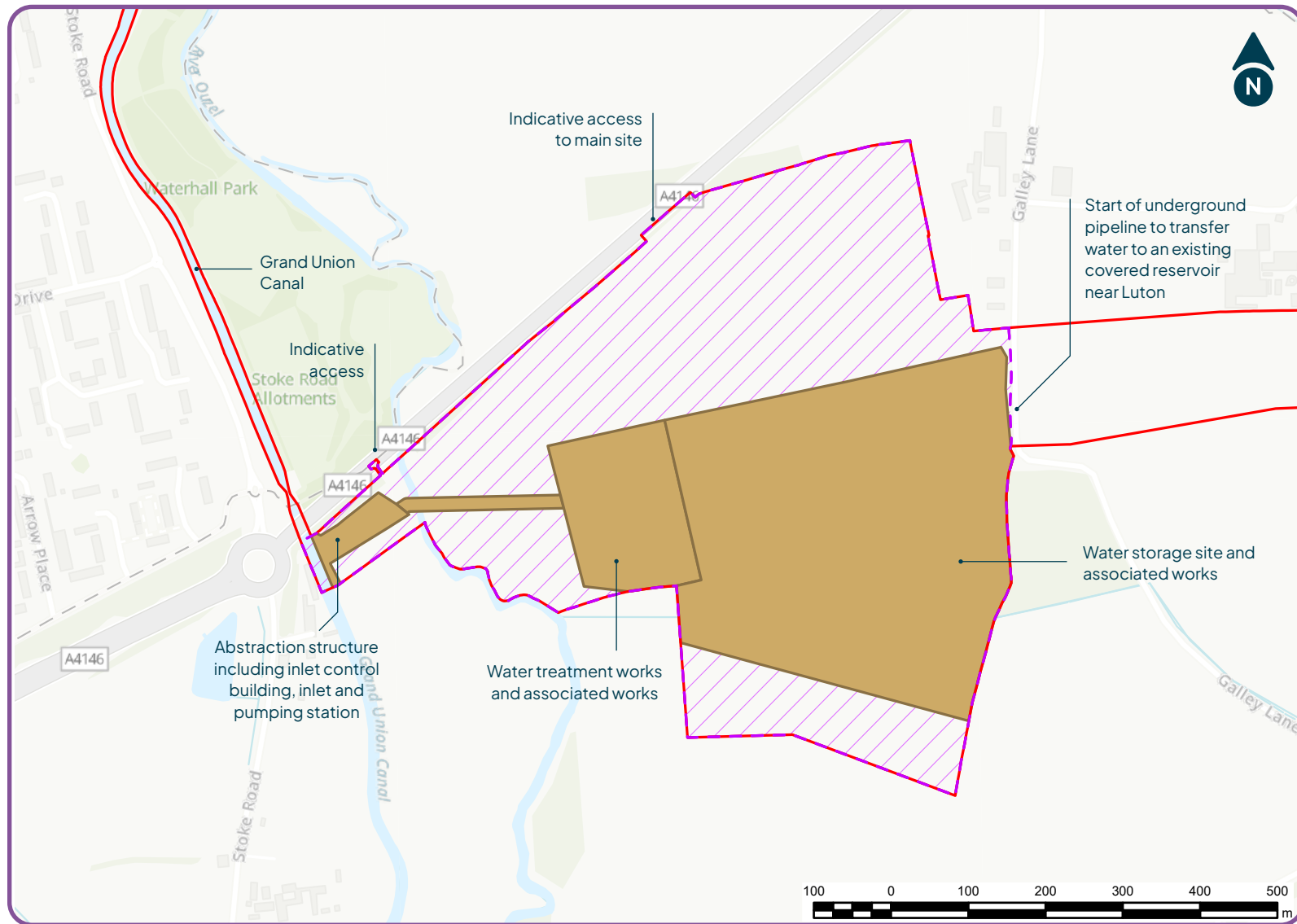
Have your say!

Do you have any comments on our proposals for the Galley WTW, including our proposed access road location off the A4146? We'd like to hear about anything you think we should consider to help minimise any visual impacts, such as design, landscape and screening opportunities.





Indicative site location of Galley Water Treatment Works and water storage site (including abstraction structure)



The map shows the indicative site location of the abstraction structure and associated infrastructure, the Galley Water Treatment Works and water storage site.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



A visualisation of the Galley Water Treatment Works



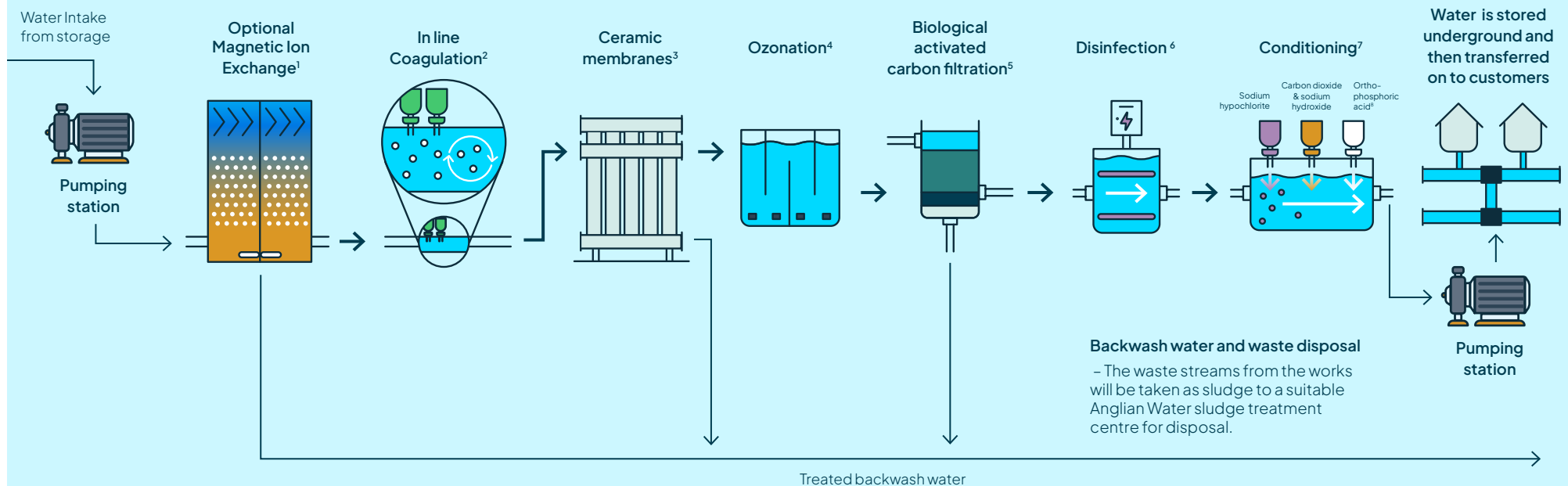
Legend

- A** Carbon dioxide tanks
- B** Water treatment works buildings
- C** Additional planting
- D** Security fencing
- E** View from A4146

This image shows what the Galley Water Treatment Works and associated infrastructure could look like once completed, viewed from the A4146.



The water treatment process:



¹ **Optional Magnetic Ion Exchange** – We will also add sodium bi-sulfate -this process removes organic matter.

² **In line Coagulation** – Coagulant is added that causes small particles, such as algae and dissolved materials, to coagulate into larger clumps, aiding their removal at the next stage.

³ **Ceramic membranes** –The water is passed through membranes, which are very fine filters that remove any particles larger than the membrane pore size.

⁴ **Ozonation** – This process breaks down any remaining organic matter into smaller molecules which makes further treatment easier, it also partially disinfects.

⁵ **Activated Carbon Filters** – The filtered water is treated in activated carbon filters. These filters remove micropollutants, which may be found in untreated river and canal water.

⁶ **Disinfection** – The filtered water is disinfected with a combination of ultraviolet light and sodium hypochlorite, which deactivates bacteria and viruses.

⁷ **Conditioning** – The disinfected water is then conditioned, dosed with carbon dioxide and sodium hydroxide. This ensures the final water chemistry is compatible with the existing water in the Affinity Water supply.

⁸ **Orthophosphoric acid** – This is added to reduce the risk of lead from customers' lead pipes dissolving into their drinking water.



Getting water to Affinity Water customers by pipeline

What will we build?

A new underground pipeline, approximately 28 kilometres in length, will transfer treated water from the new Galley WTW to an existing covered reservoir near Luton. Water will then be transferred as clean drinking water into Affinity Water's supply network for customers.

The pipeline corridor will leave the Galley WTW to the east, where it will then pass to the south of Great Brickhill alongside the A5 road.

Before reaching Dunstable, the corridor branches off to the south, passing around the village of Stanbridge and down towards Eaton Bray.

The area of land between Eaton Bray and the existing reservoir near Luton is heavily constrained – either by the existing development at Dunstable or by the Chilterns National Landscape (Area of Outstanding Natural Beauty).

Routes through Dunstable haven't been progressed due to engineering challenges and impacts on residential and business properties. The pipeline corridor therefore passes through the Chilterns National Landscape.

We recognise the sensitivities of working within the National Landscape, and ensuring we minimise impacts on this environment will be an important part of our ongoing design work, as well as continuing engagement with stakeholders in the area.

You can read more about how we've considered sensitivities and constraints in and around the pipeline corridor in our Scheme Development and Options Report, available on our website at: www.guctransfer.co.uk/consultation.



Ornamental air vent, Dunstable Downs



The pipeline corridor

We're conducting extensive surveys to consider local wildlife and the local area the pipeline is routed through. We've also considered any constraints along the corridor, such as other utilities, environmental sites or existing buildings, which may determine where we can or can't route it.

At this stage, we're presenting a pipeline corridor with a width of 200 metres in most places, which is the widest possible area we would route the pipeline within.

Where possible, it's been narrowed based on further assessments and design work, and we've amended the route of our pipeline corridor based on the feedback from our first consultation.

We'll further refine and reduce this corridor by the time we make our DCO application.

We've considered several important factors as part of our assessments, to determine where the corridor will be routed, including the following constraints, which we'll aim to avoid wherever possible:



Interfaces with existing infrastructure



Potential impact on local communities



Built-up areas or sensitive buildings



Areas protected for their habitats and species



Local and national heritage



Locations to access the canal network



Whole life carbon costs and use of materials



National Trust inalienable land (land held in perpetuity, which can't be sold or voluntarily parted with unless by a special Act of Parliament)

What have we done...



Since our Phase One Public Consultation?

We've now developed our proposed single pipeline corridor to transfer water from the Galley WTW to the existing covered reservoir in Luton. This is the result of our decision to take forward Site B for the Galley WTW and water storage.

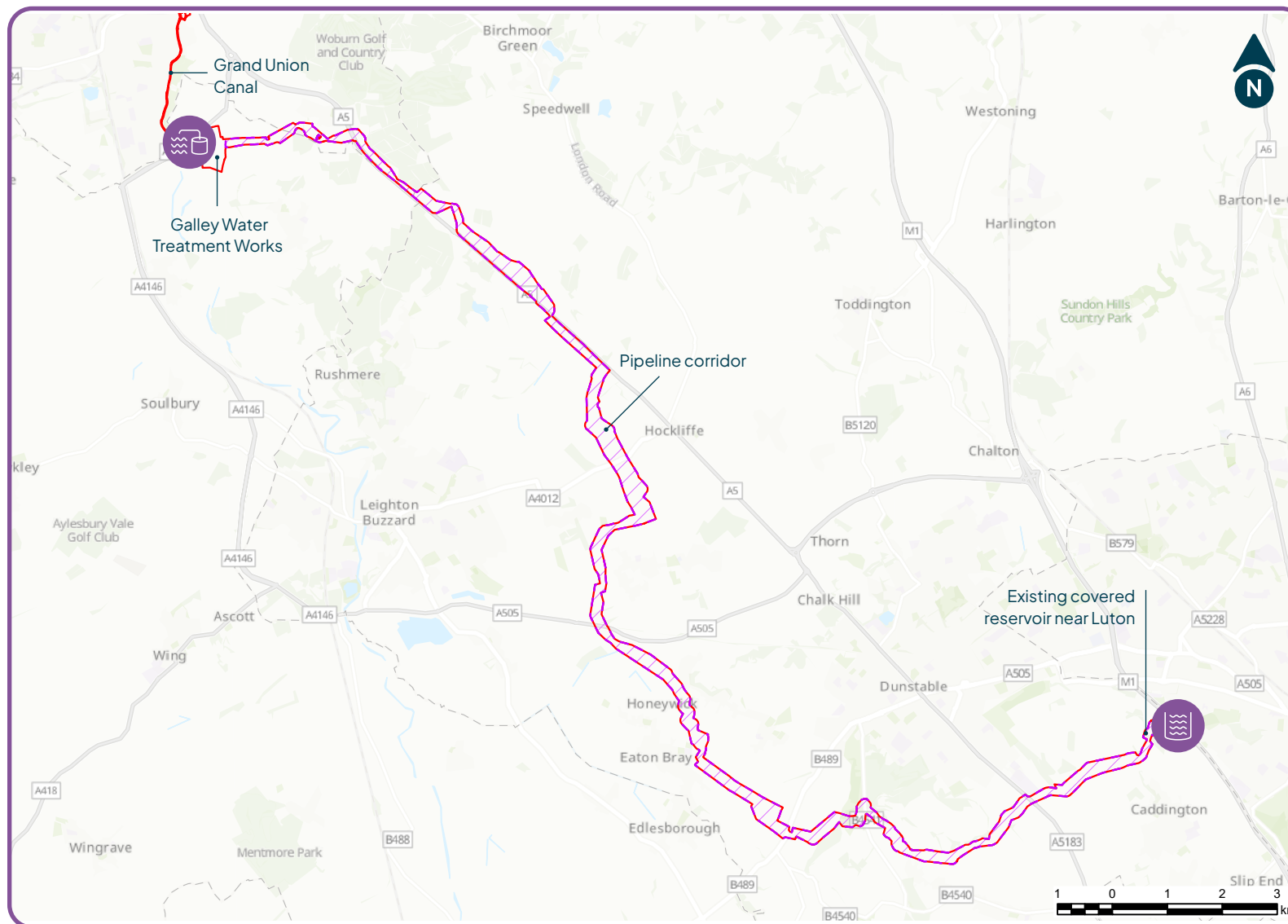
You can read more about the preparatory work we've carried out to help us identify our proposed southern pipeline corridor route in our Scheme Development and Options Report, available on our website at: www.guctransfer.co.uk/consultation.



Example of technician working on new water main



Indicative pipeline corridor from Galley Water Treatment Works to an existing covered reservoir near Luton



Legend

- Indicative Work Area
- Preliminary Order Limits
- Galley Water Treatment Works
- Existing covered reservoir

The pipeline corridor illustrates the widest possible area within which the pipeline could be routed. Where possible, efforts have been made to narrow the corridor to avoid environmental constraints and following feedback from the Phase One Public Consultation. Temporary construction compounds will also be located within the pipeline corridor.

For a closer look at our maps, to view weir and bank raising proposals, or request hard copies please visit our website: www.guctransfer.co.uk



Information about the pipeline

The pipeline will be a steel pipe with a 1 metre internal diameter and installed at a minimum depth of 1.2 metres from the surface to the top of the pipe.

As a result of the further assessments we're carrying out as part of our design development, we're proposing that the pipeline in the southern section could comprise either a single pipeline, or a smaller twinned pipeline, where two pipelines will run parallel to each other.

Although there are some restrictions on what activities can be carried out above the underground pipeline, typical farming practices should not be affected.

We'll be siting air release, washout and line valves in buried chambers along the pipeline. Air valves will manage any trapped air or vacuums in the pipeline by automatically releasing air as the pipeline fills or intakes air, to prevent damaging pressure surges. Washout chambers will provide access for pipeline maintenance and commissioning activities.

We may also need to construct a booster station to manage the transfer rate, but we don't yet know if this will be located at Galley WTW or somewhere along the pipeline route. We would carry out further engagement on the booster station if it's located outside of Galley WTW.

You can read more about how we construct a pipeline on pages 93.

Managing impacts from the pipeline routeing

Although impacts from the pipeline will be minimal once in place, we recognise people's concerns about any disruption the installation of the pipeline may cause.

We've taken into consideration any potential impacts on local communities and landowners, and we're aiming to minimise these as much as possible.

We'll aim to keep Public Rights of Way open during the construction of the pipeline. We'll also avoid clearance of hedgerows where possible, and, where they must be cleared, we'll carry out hedgerow reinstatement works to help restore this habitat.

We'll also use trenchless crossing techniques where required, to protect sensitive woodland habitats and when crossing some roads, to avoid any damage to trees and tree roots.

After construction of the pipeline, we'll reinstate land to its previous use.

You can read more about trenchless crossing techniques in the 'Constructing the scheme' section on page 94 of this brochure.



Aerial view of countryside near proposed southern pipeline route

Have your say!



Do you have any comments on the proposed pipeline corridor route between the Galley WTW and the existing covered reservoir near Luton, to help us finalise the route?



Land and construction

Landowners, occupiers and other interested parties

Landowners and occupiers have an important role to play in shaping our proposals and we've already carried out lots of engagement across the scheme.

The Preliminary Order Limits we're consulting on in this consultation show the land that we currently think we'll need to deliver the scheme. This includes the land we may need temporarily, for example, to carry out construction activities including accesses and compounds. It also includes the land we may need permanently, to access, accommodate and maintain the new infrastructure, such as the Galley WTW and our underground pipelines.

At this stage, we haven't finalised the exact routes for the proposed pipelines. The Preliminary Order Limits currently cover a wider area than we expect to include in our final DCO application. Based on feedback from this consultation, discussions with landowners, and further engineering work, we plan to refine the Preliminary Order Limits in many areas. This means fewer land parcels are likely to be included in the final DCO application.

We'll share the updated Order Limits when we submit the DCO application, and will continue to have ongoing engagement with affected landowners.

How we've identified the land we may need

The Planning Act 2008 requires us to identify and consult with people with an interest in land which may be potentially affected by the scheme, to ensure they're consulted and have a chance to submit their views on the proposals.

As we've developed our proposals for the scheme, we've taken a number of actions:

- We've used HM Land Registry and desktop research to identify those who own, or have an interest in, the land that's potentially affected.
- We've sent out Land Interest Questionnaires (LIQs) to those identified parties, asking for information about the nature of their interest in the land. The information we're receiving back is helping us to continue to engage with potentially affected landowners.

- As part of this consultation, we've sent a formal notification, known as a Section 42 letter, to all of the land interests we've identified. If you've received a letter, this means land or property that you occupy, or have an interest in, has been identified as potentially being affected by the scheme in some way.





Accessing land for surveys

As we continue to develop our designs for the scheme, we'll need to carry out further surveys and assessments, focusing on local habitats and ecology, waterways, archaeology and ground conditions. These are likely to continue beyond the submission of our DCO application, to inform future construction planning.

When we need access to land and property, we'll seek agreement with the people or organisations with an interest in the land. If access can't be agreed, and we can't carry out equivalent surveys on nearby land, we may seek powers to access land under the Housing and Planning Act 2016, although using these powers to access land is our least-preferred course of action.

Acquiring land and property for the scheme

Where we need to buy land or rights in land, our preference is to do this through agreement. As a contingency, to ensure we're able to deliver the scheme, we'll seek compulsory acquisition powers through our application for development consent, under the Planning Act 2008.

Using these powers would be a last resort, and we'd only take this approach after we've tried to reach a voluntary agreement.

Next steps for landowners and affected parties

We know a scheme 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 any concerns and answer questions. For further information, or if you have queries related to land and property, please contact our dedicated Land and Property team at Fisher German using the information below.

✉ guc@fishergerman.co.uk

☎ 0345 013 1746

✉ Fisher German LLP,
Global House, Hindlip Lane,
Worcester, WR3 8SB

Our Land and Property team will also be available to answer questions at our in-person public information events, with details of these available on pages 105 to 106.

Your feedback is important to us, and we encourage you to respond to our consultation so we can better understand your views on the scheme and how it might affect you.

For more information about how we're working with landowners and occupiers please visit our land page on our website:
www.guctransfer.co.uk/land/



Constructing the scheme

Our construction timeline and management

Our construction timeline

If we're granted development consent to construct the scheme, we expect to start construction in 2030, and the scheme would be fully operational by 2033. Work will be carried out in phases, to reduce the effects on the local environment and communities, and to help construction to be carried out efficiently.

Our draft construction programme will be set out in our DCO application, and a detailed construction programme will be finalised after consent is granted.

Once the construction programme has been developed, we'll inform local residents, canal users, businesses and those living on or adjacent to the canal of the planned construction work in advance, including when and where it's due to take place. This will help reduce the disruption caused by construction work and allow communities to plan ahead accordingly. It's important to note we won't be undertaking work along the entire canal route.

Construction management

We'll seek to avoid and reduce any disruption from our construction work, and our plans for doing this will be presented within our outline Construction Environmental Management Plan (CEMP) which will be submitted in an outline form with our DCO application. Once consent has been granted, the outline CEMP will be further developed based on the final design of the scheme and approved under the requirements of the DCO. This will ensure that, throughout the construction period, any activities that may cause dust, noise or vibrations, are controlled and impacts managed.

A Construction Traffic Management Plan (CTMP) which will be submitted in outline form with our DCO application, will also be developed to help limit disruption to local roads during construction and ensure collaboration with emergency services.

The preliminary outline CEMP is available to read on our website at: www.guctransfer.co.uk/consultation.



During construction, some temporary changes may be required in the areas surrounding the work, such as:



Temporary construction compounds to provide welfare facilities for construction workers and to store materials and equipment.



Access tracks in some areas where off-road access is required. The land where these tracks are created will be restored once work is completed.



Fencing surrounding the active construction sites for security and safety purposes.



It may be necessary to temporarily restrict the use of the canal and towpaths locally, in a similar manner to when the Trust currently undertakes engineering works. This work will be carefully planned to minimise disruption to canal users.

Working hours

We're proposing that construction activities will only take place during the following working hours:

- 08:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturday
- Sunday and Bank Holidays – no works

It's likely that workers will arrive to and depart from construction sites within an hour either side of the hours stated above.

There may also be exceptional circumstances meaning work may need to take place outside of these hours where it's deemed crucial for construction, such as when carrying out trenchless crossing techniques to install pipelines, delivery of large plant, or in an emergency.

Construction of the pipelines

Open cut technique

When we're constructing new sections of pipeline, particularly across agricultural land, we'll likely use an 'open cut' construction technique. For this, we typically require a 50 metre working width.

Within the 50 metre working width we would:



Strip back the topsoil of an area approximately 40 metres wide



Dig a trench 2 metres to 6 metres wide (depending on ground conditions and the construction method)



Place the pipeline

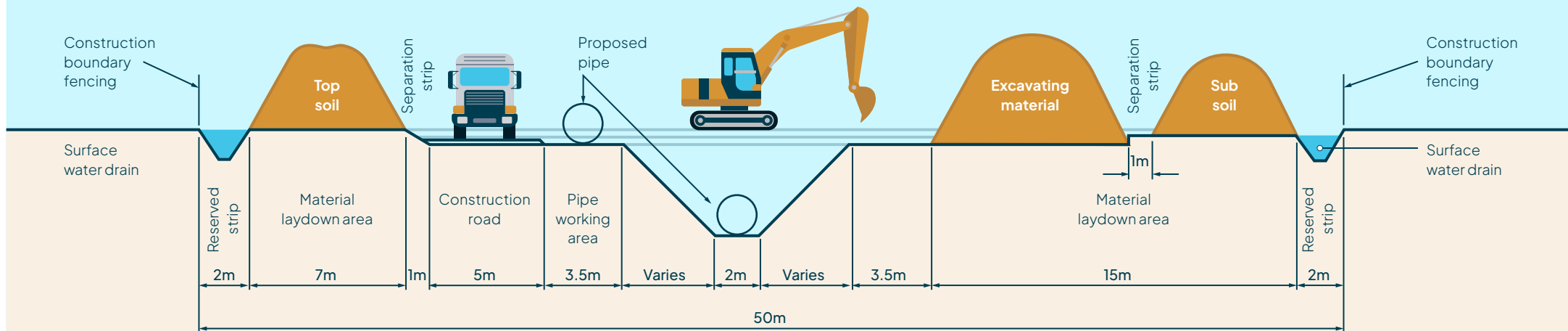


Carefully replace the excavated material from the trench and the layer of topsoil, where possible



Return the land to its previous use, with the pipeline buried below the ground

The diagram below illustrates how we'll normally go about constructing the pipeline for a scheme.



Typical construction working width



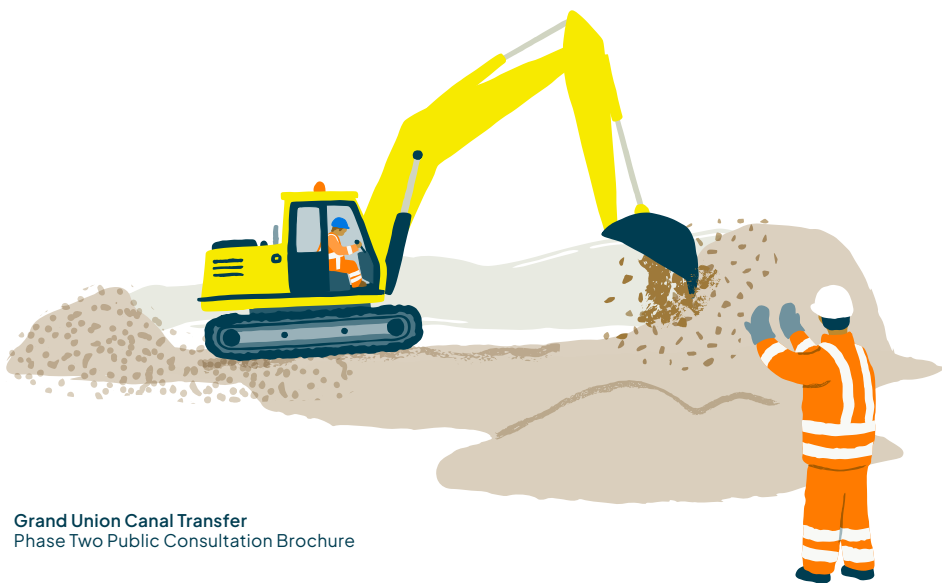
Trenchless crossing techniques

To help reduce disruption during construction, where we need to cross railways and major roads, sensitive landscapes and some waterways, we plan to use trenchless crossing techniques instead of open cut trenching.

These techniques involve tunnelling under a constraint, such as a canal, river or major road, to a depth that prevents impacts to channel integrity, habitats, and infrastructure. Exactly where we use trenchless crossing techniques and the specific techniques we use will be informed by our ongoing assessment work, and our engagement with relevant stakeholders, such as local planning authorities and the statutory environmental bodies.



There are different techniques that can be used for trenchless crossing. These are “no-dig” methods for installing, repairing, or renewing underground pipes. These methods typically work from small pits, which do have to be excavated, but the pipe between them is tunnelled under the ground, which means they’re less disruptive than traditional open-cut excavation. They provide an alternative engineering option where existing features (e.g. rivers, roads) are a major constraint. Exactly what trenchless method is used will be confirmed as the scheme design develops.



How will we maintain the pipelines?

Our pipelines will have valves, and other means to access them, in buried chambers along the route. We’ll position these along the pipelines to allow us to operate and maintain them.

Access points called manways will also be located along the pipeline, to allow access for cleaning them.

We’ll look to site this pipeline infrastructure at field boundaries in reasonably accessible locations, such as farm and track crossings, where possible.

How much land will be required for the pipeline?

We’ll require ‘easements’ in the areas directly surrounding the pipelines, which are legal rights affecting land to allow us to guarantee our right to inspect, maintain, repair or replace pipelines in the future.

We currently propose to have a 6 metre easement width either side of the pipeline main – this means for the 1 metre pipeline, we’ll require a total easement width of 13 metres along the pipeline.

For the southern pipeline route, we’re still considering an option where we use two smaller pipes which will run parallel to each other. If this is decided to be the preferred engineering option, the easement width would need to increase to 17 metres along the twinned pipelines.



Example of technician working at a water treatment works site

Constructing the new AWTP, Galley WTW and water storage

The AWTP in the northern section and the Galley WTW and water storage site in the southern section are key pieces of new infrastructure required by the scheme.

Preparation of the sites

Access roads

Before the main construction work begins, enabling work will need to be carried out to ensure the sites are suitable for construction, and the associated facilities and access routes.

This will consist of constructing access roads from the main public highways to the site, any required vegetation clearance, and installation of any required site facilities.

Surveys

For the water storage, we'll also carry out detailed topographic and geotechnical surveys to understand the soil and ground conditions, to help confirm the exact positioning of the water storage.

Topsoil will also be removed and stored for later use in landscaping or embankment capping at the site.

Site security

The main construction of new infrastructure will be contained within fenced-off construction sites, surrounded by either hoarding or security fencing. Site security would also be at the site on a 24/7 basis, to ensure no unauthorised entry.

Within the sites, we'd also need to install welfare and administration buildings, site compounds for materials storage, vehicle parking for workers, and plant and equipment storage. We'll also need to install lighting to ensure a safe working environment, and we'll consider the impact of lighting on the surrounding communities and environment, reducing its impact, where possible.

Traffic management measures would also be introduced on and around the sites, to allow both construction and worker vehicles to access and exit the site safely.

You can read more about site safety in the preliminary outline CEMP, available on our website at www.guctransfer.co.uk/consultation.



Topographical survey equipment



Construction work along the canal section

We've carried out surveys along the canal and taken on board feedback we received about the construction needed. We'll develop plans to manage any impacts from our work and minimise disruption to communities and canal users.

It's important to note that we won't be carrying out construction along the whole stretch of the canal.

There are a number of areas which aren't currently anticipated to require construction work or be affected by impacts from nearby work.

As a result of the scheme, we'll ensure that there's no net loss of available moorings for canal users and, wherever possible, we'll try to keep the canal open during our construction work.

These 'non-working' areas can be seen in more detail on our interactive map available on our website at www.guctransfer.co.uk.



The winter period is generally when the Trust undertakes works that require navigations to be restricted or closed, this is because fewer boats are using the waterways in the winter. If we're required to close a section of the canal for a period of time, closures will be in line with this approach. Any closures required outside the winter period may be agreed by the Trust in exceptional circumstances.

We may be able to carry out some work along the canal, such as bank raising, from work boats on the canal side of the bank. We'll also transport materials and equipment to and from those areas, via workboats, where possible.

We'll keep towpaths and Public Rights of Way open during the works, wherever possible, with temporary signed diversions or floating railed walkways installed in the canal to maintain access where appropriate. This is a common method used by the Trust to avoid towpath closures.

Have your say!

Do you have any comments on our construction plans or their impacts and how we propose to mitigate them?

Maintenance of the scheme once it's operational

There'll be a planned programme of maintenance required along the canal as a result of the scheme, in addition to the usual general level of maintenance. The inlet and outlet structures and pumping stations will require pump maintenance, similar to existing Trust pumping stations, and vehicle access will be required for this.

It's not anticipated that the scheme will result in more dredging requirements than what's currently

carried out as part of the general canal maintenance operations. However, this will be further considered as we continue to develop our proposals.

The AWTP at Minworth and the Galley WTW will be manned by a small number of staff and have a maintenance regime typical to other water treatment works. This will include routine inspections and repairs, plus up to one to two chemical deliveries per day.



Coventry Canal



Our social and environmental commitments



Our approach to delivering social value

While securing a resilient water supply is the main objective of the scheme, we aim to deliver social value and benefits to local people and communities, even after the scheme has been constructed.

Our approach to social value has been shaped through a combination of data-led research and proactive stakeholder engagement.

We're working closely with local authorities and communities, to identify opportunities we can take forward and where our support would be best used and needed most, particularly within the most deprived areas impacted by the scheme. We're also ensuring we maximise the distinct opportunities along the canal towpath. To support this, we'll seek to partner with local organisations that are already embedded within these communities.

We'll work directly with established groups that serve underrepresented sectors in communities, offering support and a collaborative working partnership to deliver vital support long after the scheme has been constructed. This approach is designed to foster long-term resilience and ensure the social value we create is meaningful, encompassing and enduring.

You can read a high-level overview of our Approach to Social Value on our website at: www.guctransfer.co.uk/consultation.

This Phase Two Public Consultation has provided an opportunity to share our early thinking on social value and to gather feedback on what matters most to you.

Our social value approach encompasses some elements which will be delivered outside of the DCO process. We want to hear your views on how our proposals for our approach to social value match with your expectations and which areas we can develop further.

Your feedback will directly shape how we design and deliver our social value outcomes across the lifecycle of the scheme, to create lasting social, economic and environmental value for communities and canal users along the scheme's route.

Social value themes:



Have your say!

Do you have any suggestions for social value opportunities in your local area which we can consider as part of our approach?



How will we protect the environment?

We're committed to avoiding, reducing and mitigating any impacts of our scheme on people and the environment wherever possible.

Since our last consultation, we've been carrying out surveys and assessments across many environmental topics, including water environment, air quality, noise, climate, heritage, landscape, and visual impacts. These surveys and assessments will help us balance the work we need to do to provide a sustainable and reliable water supply while protecting and enhancing our environment. This will help us design our proposals and how we'll build them, as considerately as possible.

We're working to identify opportunities to enable the scheme to deliver Biodiversity Net Gain (BNG), which is a way of ensuring the overall habitat and biodiversity at the end of a development is better than at the start.



Water vole

Opportunities to enhance the environment include:



Creating new and enhanced natural areas to support a wider range of plant species and increase overall biodiversity across all habitat types. Native species suited to local conditions will be prioritised, ensuring alignment with local biodiversity strategies and upcoming local nature recovery strategies.



Identifying opportunities to protect and restore existing ecological features and improve the quality of local habitats such as hedgerows, grassland and scrub.



Introducing additional planting to strengthen vegetation cover and support ecological resilience, with a focus on selecting native species that enhance habitat connectivity and ecological function, including in the canal margins and riparian zone.



Installing features that encourage and support local wildlife, such as bird and bat nesting and roosting structures, to promote species diversity and long-term habitat sustainability.



How will we mitigate any impacts of the scheme?

Our Environmental Impact Assessment

While the scheme will bring many benefits, all major infrastructure inevitably brings with it some adverse impacts. We aim to avoid, reduce, and mitigate these impacts and we're currently gathering extensive environmental information to identify and assess the likely significant environmental effects of the scheme.

This process is known as an Environmental Impact Assessment (EIA).

The EIA is being undertaken alongside our design work and our consultation and engagement, so its findings help shape our proposals in a positive way. Through this process, we'll identify any "significant effects" and explore opportunities to avoid, reduce and mitigate them.

Conducting surveys

We're continuing to carry out surveys as part of this process to help us better understand the local environment, such as the habitats, biodiversity, and wildlife around the sites. You may have seen our surveyors out and about recently, or in the coming months.

While we try to carry out surveys on the Trust's land wherever possible along the canal, we may need to access other land in the area too. We'll also need to access and survey land for the pipelines and other infrastructure.

We'll be in touch with landowners in advance of surveys to gain the necessary permission and access to carry these out in a discreet manner.

Our findings

The preliminary findings of all the investigative assessments work and surveys have been published in a report as part of this consultation, within our Preliminary Environmental Information Report (PEIR).

You can view the short, non-technical summary of the assessment in the PEIR Non-Technical Summary, and the full PEIR on our website at www.guctransfer.co.uk/consultation.



What is a Preliminary Environmental Information Report?

The PEIR sets out our preliminary assessment of the likely significant environmental impacts of the scheme across a number of different topics, which are listed below, based on the preliminary assessment work we've done to date:

- Agriculture and soils
- Air quality and odour
- Carbon
- Climate
- Cultural heritage
- Ecology – aquatic
- Ecology – terrestrial
- Ground conditions
- Human health
- Landscape and visual
- Major accidents and disasters
- Materials and waste
- Noise and vibration
- Socio-economics
- Traffic and transport
- Water environment and flood risk

The PEIR provides early information to enable the development of an informed view of the likely impacts of the scheme.

You can provide feedback on the information within the PEIR as part of this consultation.

We'll continue to develop our EIA after this consultation, and we'll present our findings in an Environmental Statement (ES) as part of our final DCO application.

The ES will reflect the evolution of the scheme design and the feedback received during the consultation, and provide information on the likely significant environmental impacts of the scheme, determined from the assessments. This will be submitted as part of our DCO application.

Have your say!



Do you have any comments on the environmental aspects of the scheme and how we propose to mitigate any impacts?

Is there any information about the environment in your local area that you think we should know about?



How will the scheme affect the River Tame, River Trent and surrounding areas?

Our Wastewater Recycling Centre at Minworth currently puts 430 million litres of treated recycled water per day into the River Tame in dry weather conditions, with more under normal weather conditions.

Our proposals for the Grand Union Canal Transfer scheme mean up to 115 million litres of this water will instead be treated and transferred through the canal network. That's the equivalent of approximately 46 Olympic swimming pools.

We understand how unique the River Tame and River Trent environments are, and we've been carrying out some early work to help build a detailed understanding of what the work we propose to carry out for our scheme might mean for the rivers and the surrounding areas.

We've been carrying out surveys in and near to the rivers for several years to better understand how this scheme may impact the river system, as well as undertaking detailed modelling to understand more about the rivers' typical flow, and how and why they fluctuate.

Our modelling to date suggests that there may be rare occasions – such as periods of extreme drought – where the ongoing transfer of water through the scheme could cause a detrimental impact on flow rates in the River Trent, via the River Tame. If left unmanaged, these impacts could affect the ability of existing licenced abstractors on the River Trent to abstract, due to existing flow constraints on their licences.

This means that the scheme will have to occasionally restrict the rate of discharge from Minworth to the canal during short periods in spring and early summer.

In this scenario, we would draw on the storage we're proposing in the Daventry and Drayton Reservoirs and the new water storage at Galley WTW.

You can read more about these plans on pages 72 and 81.

Any potential impacts on the River Tame and River Trent are outlined in Chapters 12 and 22 of the PEIR, available on our website at www.guctransfer.co.uk/consultation.



River Tame



River Trent



How to take part and have your say



Have your say

We want to hear your views about the scheme. This section explains where to find all our consultation materials, details of our events, how to have your say, and what we'll do with your feedback.

Our consultation runs for seven weeks, from Wednesday 11 February to 11:59pm on Thursday 2 April 2026. There are many ways you can get involved, find out more about the scheme, and provide your feedback on the proposals.

Our consultation materials

We've produced a range of consultation materials, in addition to this brochure, to help you understand our proposals.

All our materials can be viewed on our scheme's website at www.guctransfer.co.uk/consultation and at our in-person public information events.

Our consultation documents include:



Phase Two Public Consultation Brochure (this document) - this provides an overview of our proposals, what we're consulting on, and how you can have your say.



Consultation feedback form - this form enables you to give your views on our proposals, and anything else you think we need to know to help shape the design of the scheme. Details on the various ways you can take part in the consultation are set out on the next page.



Preliminary Environmental Information Report (PEIR) - this sets out our preliminary assessment of the likely significant environmental impacts of the scheme across a number of different topics.



PEIR Non-Technical Summary This provides a short, non-technical summary of the assessments within the PEIR.



Scheme Development and Options Report - this contains the reasoning behind our choice of options and sites, and the work and assessments we've undertaken to help us reach these decisions.



Draft Design Principles - this sets out the principles of our design philosophy, including further detail on what the principles represent and the key considerations that should be factored into the scheme's design, including specific canalside design principles.



Map Book - this is a collection of large-scale maps of our proposals along the scheme's route.



Phase One Public Consultation Report - this summarises our Phase One Public Consultation, which took place in autumn 2024, and contains details of the feedback we received, and how we've taken it into account.



Approach to Social Value - this outlines our approach to delivering social value across the scheme's lifecycle and beyond.

*Our Statement of Community Consultation, which outlines our approach to consulting with the local community and other stakeholders during this Phase Two Public Consultation, is also included in our suite of documents for information.



Providing your feedback

We encourage you to have your say on the scheme by giving us your written feedback in one of the following ways:



Visit our website: complete and submit a feedback form at www.guctransfer.co.uk/consultation



Email us at: contact@guctransfer.co.uk



Write to us at: Freepost GRAND UNION CANAL TRANSFER (no stamp needed)



Any questions?

If you have any questions before submitting your response to the consultation you can contact the team by emailing us at contact@guctransfer.co.uk or by calling us on 0121 270 5920, Monday to Friday 9am – 5pm.

All responses must be received in writing by 11:59pm on Thursday 2 April 2026. Responses received after that date may not be considered. We can't guarantee acceptance of consultation responses submitted via other channels.

**A copying charge may be applied for requests for large quantities of documents or complex requests*



Accessibility

We'll post out printed copies of this brochure, maps and feedback form free of charge (one set per household) on request*.

We'll consider requests for alternative formats of consultation materials such as translations into other languages, large print or Braille.

Please contact our dedicated engagement team via email at contact@guctransfer.co.uk or via phone on 0121 270 5920.

Any personal information submitted to us during the consultation will be processed in line with our privacy policy, which can be viewed at www.guctransfer.co.uk/privacy.



Engagement from Phase One Public Consultation



Our consultation events

We're hosting a series of in-person public information events where you can find out more about the scheme and talk to members of our dedicated team of technical and engagement experts.

Consultation events

These are our larger community events where you can meet our technical experts, talk to our team, ask questions and view our consultation documents and larger-scale maps and provide your feedback.

Northern section

Location	Date/Time
Hurley Hurley Village Hall, 41 Knowle Hill, Hurley, Atherstone, CV9 2JD	Wednesday 4 March 4pm – 8pm
Curdworth Curdworth Village Hall, 70 Coleshill Road, Curdworth, B76 9HH	Friday 6 March 5pm – 8pm
Atherstone St Mary's Church, Sheepy Road, Atherstone CV9 1HJ In the Youth HQ Hall at the back of the church car park	Saturday 14 March 11am – 3pm
Mancetter Mancetter Memorial Hall, Old Farm Road, Atherstone, CV9 1QN	Tuesday 17 March 11am – 3pm

Canal section

Location	Date/Time
Daventry Daventry Community Centre, Ashby Road, Daventry, NN11 0QE	Friday 13 March 4pm – 8pm

Southern section

Location	Date/Time
Great Brickhill Great Brickhill Community Centre, Rotten Row, Great Brickhill, MK17 9BA	Saturday 7 March 11am – 3pm
Chaul End / Caddington Lyons Community Centre, 33a Mallard Crescent, Caddington, LU1 4FG	Tuesday 10 March 6pm – 9pm
Stanbridge / Tilsworth Stanbridge and Tilsworth Community Hall, Stanbridge Road, Tilsworth, LU7 9PN	Wednesday 11 March 4pm – 8pm
Eaton Bray Eaton Bray Village Hall, Church Lane, Dunstable, LU6 2DJ	Friday 20 March 4pm – 8pm

Pop-up events

These are our smaller events at locations along the route, where you can ask our team questions and view our consultation brochure.

Location	Date/Time
Dunstable Downs Dunstable Downs and Whipsnade Estate National Trust Car Park, Dunstable Road, LU6 2GY Along the walking path south of the main car park	Thursday 5 March 10:30am – 1:30pm
Hillmorton Waterside Pub, Crick Road, Rugby, CV21 4PW	Friday 13 March 12pm–3pm
Stoke Bruerne Stoke Bruerne Canal Museum, Bridge Road, Towcester, NN12 7SE	Saturday 14 March 10:30am – 1:30pm
Stoke Hammond Stoke Hammond Community Centre, Bragenham Side, Milton Keynes, MK17 9DB	Wednesday 18 March 5:30pm – 8:30pm
Milton Keynes Campbell Wharf Marina, Frobisher Gate, Newlands, Milton Keynes, MK15 0DW In the Electra Welcome Centre	Thursday 19 March 10:30am – 1:30pm

Online event

We're also hosting an online event, which will include a presentation by the team, summarising the proposals, the consultation process and how to respond. Attendees will also have an opportunity to ask questions and discuss the proposals.

The online event will take place on Tuesday 24 March, 6pm–7:30pm

You can register for this event
at [www.guctransfer.co.uk/
consultation](http://www.guctransfer.co.uk/consultation).



Phase One Public Consultation event at Hawkesbury Junction



Document inspection points

In addition to being made available on our website and at our in-person consultation events, printed copies of the main documents will be available to view at a number of libraries along the scheme's route.

Northern section

Document inspection point	Opening hours*
Coleshill Library and Information Centre 19a Parkfield Rd, Coleshill, B46 3LD	Monday: 09:30–16:00 Tuesday: 09:30–17:00 Wednesday: 09:30–17:00 Thursday: 09:30–13:00 Friday: 09:30–16:00 Saturday: 09:30–13:00 Sunday: Closed
Atherstone Library and Information Centre Long St, Atherstone, CV9 1AX	Monday: 09:30–16:00 Tuesday: 09:30–17:00 Wednesday: 09:30–17:00 Thursday: 09:30–13:00 Friday: 09:30–16:00 Saturday: 09:30–13:00 Sunday: Closed

Canal section

Document inspection point	Opening hours*
Bedworth Library 18 High St, Bedworth, CV12 8NF	Monday, Tuesday, Wednesday, Friday: 09:30–17:00 Thursday: Closed Saturday: 09:30–14:30 Sunday: Closed
Rugby Library Little Elborow St, Rugby, CV21 3BZ	Monday: 09:00–17:30 Tuesday: 10:00–19:00 Wednesday, Thursday, Friday: 09:00–17:30 Saturday: 09:00–16:00 Sunday: 12:00–16:00

*Correct at the time of publication

Buckby Library and Hub Station Rd, Long Buckby, NN6 7QB	Tuesday: 10:00–13:00, 14:00–16:30 Wednesday: 14:00–16:00 Thursday, Friday: 10:00–13:00, 14:00–16:30 Saturday: 10:00–12:30 Monday, Sunday: Closed
Daventry Library The Abbey Market Square, Daventry, NN11 4XG	Monday, Tuesday, Wednesday, Thursday, Friday: 09:00–18:00 Saturday: 09:00–17:00 Sunday: Closed
Towcester Library The Forum, Towcester, NN12 6AD	Monday, Tuesday, Wednesday, Thursday, Friday: 09:00–18:00 Saturday: 09:00–17:00 Sunday: Closed

Southern section

Document inspection point	Opening hours*
Bletchley Library Westfield Rd, Milton Keynes, MK2 2RA	Tuesday, Wednesday, Thursday, Friday: 10:00–17:00 Saturday: 10:00–13:00 Monday, Sunday: Closed
Leighton Buzzard Library Lake St, Leighton Buzzard, LU7 1RX	Tuesday, Wednesday, Thursday, Friday: 09:00–18:00 Saturday: 09:00–16:00 Monday, Sunday: Closed
Dunstable Library The Dunstable Centre, Court Drive, Dunstable, LU5 4JD	Monday, Tuesday, Wednesday, Thursday, Friday: 09:00–18:00 Saturday: 09:00–16:00 Sunday: 09:00–16:00



Next steps and timelines



Next steps

Once our consultation closes on Thursday 2 April 2026 we'll review all the feedback we've received during the consultation period.

This feedback will be analysed as we further refine our proposed scheme design and develop any mitigation measures to reduce any impacts of the proposals.

Submitting our DCO application

When we make our DCO application, we'll submit an indicative design for our scheme. This design will retain a degree of flexibility to allow our chosen contractor, who would build the scheme, to make any refinements and add in any innovations to the scheme, before construction starts. Once consent has been granted for the scheme, the contractor will prepare a detailed design, which will be subject to approval under the requirements of the DCO. Development of the detailed design will be controlled by any maximum dimensions and parameters contained in the DCO and by supporting documents, which will be submitted in outline form with our DCO application, and finalised and approved after consent has been granted. This will ensure that the mitigation and commitments the project has made will be adhered to.

Your feedback

We'll set out a summary of the feedback we receive as part of this consultation, and how we've taken this on board to help shape our proposals, as part of our DCO application. This will be available after we submit our application.

Once our application for a DCO is accepted for examination by the Planning Inspectorate, on behalf of the Secretary of State for Environment, Food and Rural Affairs, an Examining Authority will be appointed to examine it and any representations made by interested parties.

During this examination stage, which could take up to six months, anyone with an interest in the scheme can take part and make a verbal or written representation about it.

The Examining Authority will then be given three months to report its recommendations to the Secretary of State, who has a further three months to make a final decision on whether to grant consent for the scheme.

You can view our full timeline for the scheme on the next page.



Signpost at junction between the Oxford Canal and the Grand Union Canal, Braunston



Scheme timeline moving forward



You can view the DCO timeline at: www.guctransfer.co.uk/consultation. You can find out more about the DCO application process on the Planning Inspectorate's website: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide>

Privacy notice

We're committed to protecting your personal information. Affinity Water, Severn Trent and Canal & River Trust are acting as joint data controllers for the Grand Union Canal Transfer scheme.

This means that collectively we're responsible for choosing the type of data used, and how such data is going to be used for the scheme. Any information provided will be used in line with relevant laws on the protection of personal data, and you have a number of legal rights in relation to your personal data.

Responses received may be included in the DCO application following the consultation and shared with the Planning Inspectorate to aid the decision-making process on whether to grant consent for the scheme.

Our full privacy statement can be found on our website at www.guctransfer.co.uk/privacy.



Grey Heron



Grand Union
Canal Transfer

Moving water together

Speak to the team

If you would like to ask any questions about the scheme, please feel free to get in touch with our engagement team:

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