



Grand Union
Canal Transfer
Moving water together

Phase One Public Consultation Report

February 2026



Table of Contents

Table of Contents	2
1. Introduction.....	4
2. Early engagement	11
3. Phase One Public Consultation	15
4. Summary of themes raised and how these have been considered	26
5. Conclusion and next steps	86
Appendix A – Press release	89
Appendix B – Consultation launch email	93
Appendix C - Landowner letter	102
Appendix D - Postcards.....	106
Appendix E - Poster	108

Figures

Figure 1: Map of the scheme	10
Figure 2: Screen grab of coverage on WaterMagazine.co.uk on 11 September 2024	17
Figure 3: Screen grab of coverage on LutonToday.co.uk on 11 September 2024	17
Figure 4: Screen grab showing a digital advert featured on CoventryTelegraph.net (Coventry Live) on 19 September 2024	19
Figure 5: Image showing printed advert published in the Rugby Advertiser during the week commencing 16 September 2024	20
Figure 6 – Screen grabs of LinkedIn Posts promoting the consultation and one of the pop-up events	21
Figure 7 - Photograph of the Great Brickhill drop-in event at Great Brickhill Community Centre, Rotten Row, Great Brickhill, Milton Keynes MK17 9BA on Saturday 5 October 2024, 11:00 – 15:00.....	24
Figure 8 – Photograph of the pop-up event for Hawkesbury Junction near the Hawkesbury Junction Pump House, opposite side of the canal from The Greyhound, Sutton Stop, Coventry CV6 6DF on Saturday 5 October 2024, 9:30 - 12:30.....	25

Tables

Table 1. Consultation zones	15
Table 2. The number of letters issued to landowners that either own, occupy and/or have interest in land that may be affected by the proposals, as per each section of the scheme	18
Table 3. The number of postcards issued to addresses within the consultation per section of the scheme.....	18
Table 4. Printed publications used to advertise the consultation, their coverage and readership	19
Table 5. Consultation events, their locations, dates and time, and total number of attendees.....	22
Table 6. Pop-up consultation events, their locations, dates and time, and total number of attendees .	24
Table 7 Summary of feedback received about scheme-wide topics	28
Table 8 Feedback received about the proposed Advanced Water Treatment Plant at Minworth	35

Table 9 Feedback received about the proposed pipeline corridor	43
Table 10 Feedback received about the outfall location at Atherstone	50
Table 11 Feedback received relating to the canal section	59
Table 12 Feedback received about the sites identified for water treatment and storage	71
Table 13 Feedback received about pipeline corridors	81

1. Introduction

1.1 Purpose of the report

- 1.1.1 This consultation report provides an overview of the Phase One Public Consultation (and engagement ahead of that consultation) for the Grand Union Canal Transfer (the 'scheme').
- 1.1.2 The Phase One Public Consultation took place in Autumn 2024 and provided the scheme with an opportunity to gain a better understanding of the views of those stakeholders impacted by or interested in the scheme. This report presents the details of how the consultation was undertaken, a summary of the feedback received and how the feedback has been taken into consideration and shaped the scheme's development.
- 1.1.3 The scheme will require a Development Consent Order (DCO), under the Planning Act (2008), to be granted by Secretary of State for Environment, Food and Rural Affairs for it to be constructed, operated and maintained.

1.2 Structure of the report

- 1.2.1 This report is structured as follows:
 - Chapter 1: Introduction – an overview of why the scheme is needed and the proposals presented during the Phase One Public Consultation.
 - Chapter 2: Early engagement - presents our work to identify those likely to be affected or interested in the proposals, approach to engagement, and a summary of the pre-consultation engagement undertaken.
 - Chapter 3: Phase One Public Consultation - presents details of how the public consultation was delivered including how it was publicised, the materials produced to present the proposals, events delivered to support the consultation, and response channels via which feedback could be provided.
 - Chapter 4: Summary of themes raised and how these have been considered – discusses and summarises themes raised in the feedback received, the response to these and summary of changes to the design following the consultation.
 - Chapter 5: Conclusion and next steps – provides a brief summary and discussion on the scheme's next steps.

1.3 Grand Union Canal Transfer

- 1.3.1 The Grand Union Canal Transfer is a joint water transfer project between two water companies, Severn Trent and Affinity Water, and the Canal & River Trust (the Trust), the charity that owns and cares for the canal network in England & Wales. The organisations are working together to secure future drinking water supplies, protect the environment, ensure future water availability for canal navigation, and unlock investment in our communities.

1.4 Scheme context

- 1.4.1 Water supply is under increasing pressure from population growth, climate change and the need to protect fragile environments, in addition to the canal network's navigation role. The canal network has transported people and goods for two centuries; and we now want to use it to help transfer highly treated recycled water from the Midlands to the Southeast.
- 1.4.2 The scheme will transfer highly treated recycled water from a new Advanced Water Treatment Plant (AWTP) at the existing Minworth Wastewater Recycling Centre near Birmingham via a new underground pipeline to Atherstone in Warwickshire. The water will then be transferred via the Coventry, Oxford, and Grand Union canals in addition to their navigation role. Once it has been transferred through the canal network, the water will be piped from the canal, stored and treated again at a new water treatment works southeast of Milton Keynes before being transferred as clean drinking water to an existing reservoir near Luton.
- 1.4.3 The scheme will:
- Strengthen the UK's water infrastructure and create a legacy of resilient water resources
 - Invest in the resilience of the canal network for the benefit of communities, today and for future generations
 - Protect, care for and enhance the environment
 - Promote healthy communities through a sustainable supply of public drinking water
 - Sustain and protect existing historic features and settings along the canal
 - Enable economic growth through the creation of local jobs and new skills
 - Create opportunities for strategic partnerships within the water sector/industry
 - Incorporate sections of the historic Coventry, Oxford and Grand Union canal as part of the transfer route
 - Help secure the future of the historic Coventry, Oxford and Grand Union canals

Why the scheme is needed

- 1.4.4 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. The key drivers for the scheme are:
- 1.4.5 **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.
- 1.4.6 **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.

- 1.4.7 **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.
- 1.4.8 **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.

Water Resources Management Plans

- 1.4.9 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.
- 1.4.10 Water Resources West and Water Resources Southeast 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
- 1.4.11 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 will supply water in their area over the next 25 years.
- 1.4.12 Water company plans are required to align with the regional strategies. The Grand Union Canal Transfer is part of the Strategic Resource Option (SRO) pipeline of projects and forms part of the Affinity Water and Severn Trent WRMPs.

1.5 Development Consent Order process

- 1.5.1 The Secretary of State for Environment, Food and Rural Affairs has directed that the proposed development is of national significance and is to be treated as a project for which development consent is required. The Section 35 direction which provides further details on the reasoning for this direction is available at: https://nsip-documents.planninginspectorate.gov.uk/published-documents/WA0210001-000012-Grand_Union_Canal_Transfer_Project_section_35_direction.pdf
- 1.5.2 This means we require consent via a Development Consent Order (DCO) for the scheme to be constructed and operated. Ultimately, we will make an application to the Secretary of State for Environment, Food and Rural Affairs, via the Planning Inspectorate.
- 1.5.3 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.

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

The scheme has a dedicated page on the Planning Inspectorate's website, which shows the current stage and status of the scheme: <https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/WA0210001>

1.6 The Regulators' Alliance for Progressing Infrastructure Development (RAPID)

- 1.6.1 As well as the DCO process for gaining development consent, the proposals for the scheme are overseen by RAPID. RAPID is a partnership made up of the three water regulators: Ofwat, Environment Agency, and Drinking Water Inspectorate.
- 1.6.2 RAPID 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. More information on the process can be found at: <https://www.ofwat.gov.uk/regulated-companies/rapid/the-rapid-gated-process/>
- 1.6.1 The scheme was initially developed as two Strategic Resource Options (SRO) – Minworth SRO (Severn Trent) and the Grand Union Canal SRO (Affinity Water). Recognising the relationship between the two SROs, both are now being progressed as one single scheme, allowing them to be developed in parallel and ultimately to be submitted as a single application for DCO consent as one scheme – the Grand Union Canal Transfer.
- 1.6.3 A 'gated' regulatory process is used 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. The scheme has been developed through the RAPID Gated Process, and regular submissions have been made to the three water regulators setting out technical work and assessments to explore the feasibility and cost of the scheme.
- 1.6.2 There is a total of four Gates, with this public consultation forming part of the DCO pre-application process and being part of Gate Three. Earlier gates have included limited engagement about early iterations of the proposal. Published reports for the gated process so far can be found on the RAPID website: <https://www.ofwat.gov.uk/rapid-publications/>

1.7 Overview of the proposals at Phase One Public Consultation

- 1.7.1 The descriptions in this section present the scheme as it was consulted on at Phase One Public Consultation. It should be noted that some aspects described have changed following consideration of feedback received at Phase One Public Consultation, and further design work. See Chapter 5 for more details.
- 1.7.2 The Wastewater Recycling Centre at Minworth near Birmingham, situated within the Severn Trent supply area, currently puts 430 million litres of recycled water per day (Mld) in dry weather conditions, with more under normal weather conditions, into the River Tame. The scheme will allow up to 115 Mld of this water to be further treated and transferred southeast from Minworth Wastewater Recycling Centre to Affinity Water's supply area through the canal network instead.
- 1.7.3 This will be achieved with a combination of newly constructed infrastructure, improvements to existing infrastructure and use of the existing canal network. The new infrastructure and infrastructure improvements are outlined in three geographical sections below.

- 1.7.4 More detail on the proposals can be found on the scheme website: guctransfer.co.uk

Northern section

- 1.7.5 In the northern section of the scheme, water from Minworth Water Recycling Centre will be transferred to the canal network via a new pipeline. This section of the scheme involves the construction of:
- A new Advanced Water Treatment Plant at the existing Minworth site, with an expected area of approximately 150 metres by 280 metres. This will include site buildings, pipelines and storage equipment.
 - A new pumping station on the existing Minworth site, to enable the transfer of water via Atherstone and into the canal network.
 - A circa-20 kilometre new underground steel pipeline to transfer water from Minworth to the canal network near Atherstone.
 - An outfall location near Atherstone that will be housed in a small building on the side of the canal.
- 1.7.6 Two options for the final section of the preferred pipeline corridor to connect to the canal near Atherstone were identified.
- Option 1 – Atherstone Golf Course
 - Option 2 – Coleshill Road

Canal section

- 1.7.7 In the canal section, the Trust's existing canal network provides a water transfer to Affinity Water's supply area. It is proposed that water will flow south to a location south of Milton Keynes via the Coventry Canal, Oxford Canal and the Grand Union Canal (GUC).
- 1.7.8 This section involves the construction of new infrastructure and modifications to existing infrastructure to enable the safe transfer of water from the Midlands to the Southeast. These are outlined below:
- Up to seven new pumping stations (and associated underground pipes) to bypass "uphill" locks or lock flights along the route. The new pumping stations could be housed in new buildings, or within existing buildings owned by the Trust in the vicinity, if possible.
 - New gravity bypasses to allow the water to flow downhill past individual locks or lock flights. These will be built within the canal bank and will be largely underground to minimise visual impact.
 - Investment in bypass pipes to transfer the flow around locks and reinstate the canal width, to incorporate minimal increases in flow at narrow points along the canal, such as at bridges.
 - Bank and towpath raising may be required in some areas along the route as the scheme will lead to small increases in water levels.
 - Modifications to over 50 existing waste weirs, to accommodate water level rises and prevent water loss to surrounding watercourses.
 - Investigations are being carried out to determine whether there are any bridges along the route where work may be needed to raise the headroom between the expected water level and the underside of the bridge.
- 1.7.9 In addition to this, Daventry and Drayton reservoirs will be used as part of the scheme. Additional pipeline will be constructed to transfer water between these two reservoirs and the Grand Union Canal.
- Water will be sent into these two reservoirs to keep them fuller for longer, so that water can be used to supply the canals throughout the year, creating greater resilience for the

canals and its users. This will be particularly helpful during drier conditions, as well as at times when Minworth isn't discharging water to the system to transfer, or if we are not able to take water from along the canal system north of these reservoirs.

- The increased water movement through the reservoirs will also help to improve their overall water quality.

Southern section

1.7.10 In the southern section of the scheme, water will be abstracted from the GUC and piped to new water treatment works to bring it up to drinking water standards and supply Affinity Water customers.

1.7.11 This section of the scheme involves the construction of:

- A new weir and pumping station to pump abstracted water to a new water storage site.
- A new water storage site of approximately 11 hectares.
- New water treatment works with an expected footprint of approximately 100 metres by 200 metres.
- A new underground pipeline to transfer clean, treated water to an existing reservoir near Luton before being distributed across the Affinity Water supply network.

1.7.12 Ahead of the Phase One Public Consultation, 23 sites were identified as potential sites for water storage and treatment. Following further assessments of their potential for use as part of the scheme, three sites were identified that were considered to have more potential for water treatment and storage. These three sites, Site B southeast of Milton Keynes, Site H near Slapton and Site P with a water storage site near Slapton and a site southeast of Leighton Buzzard for a water treatment works were presented as the preferred options at the Phase One Public Consultation.

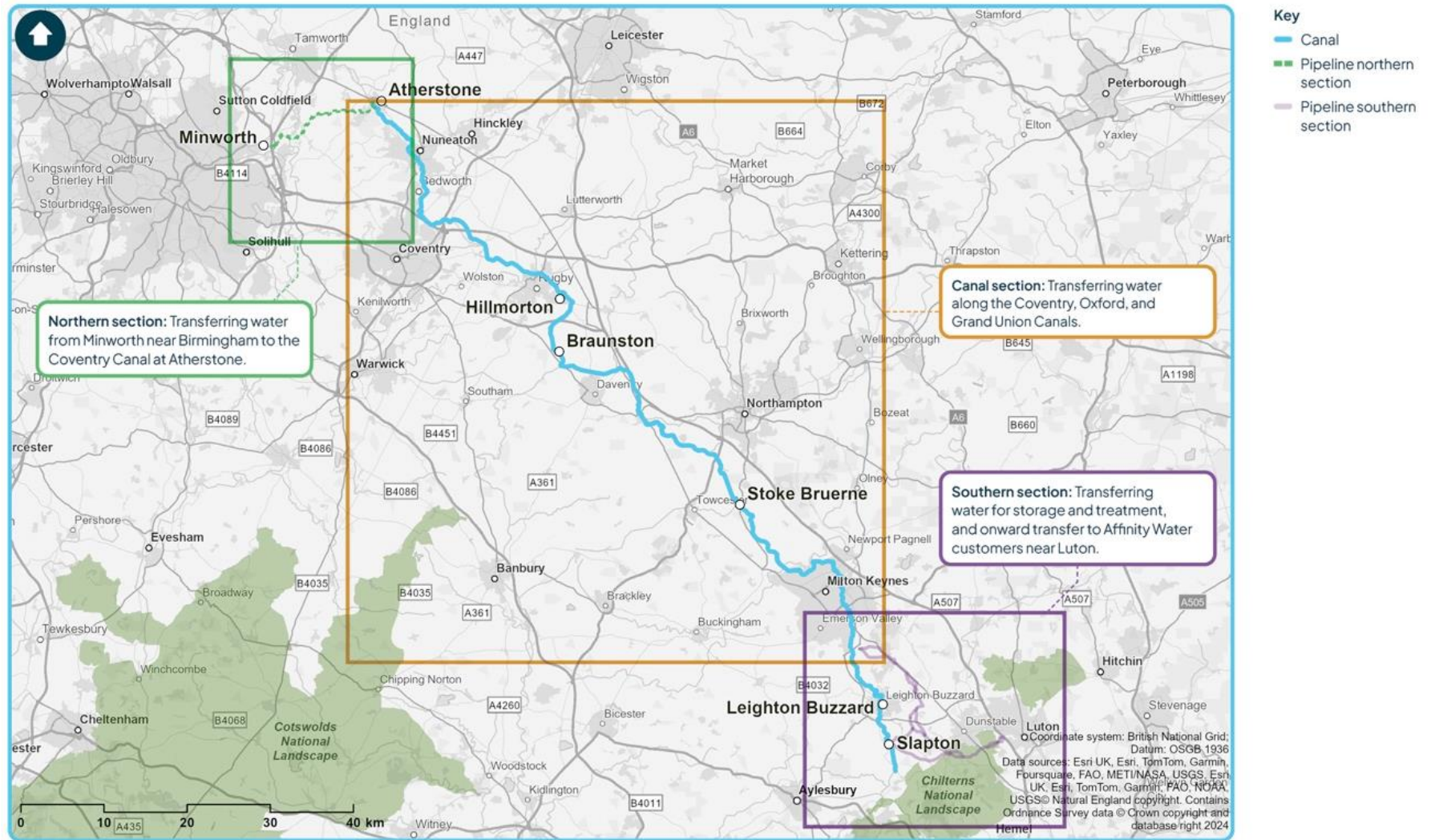


Figure 1: Map of the scheme

2. Early engagement

2.1 Approach to engagement

- 2.1.1 The approach to engagement for the scheme focuses on fostering strong advocacy and positive collaboration with local communities and canal customers and users including canal based businesses and those that live on or along the canals, other potentially affected stakeholders and anyone with an interest in the scheme.
- 2.1.2 It addresses the breadth of geography, the difference in interventions and impacts and the different communities and stakeholders along the scheme. As the scheme develops, this will be achieved by using the following core principles:
- Proactive & supports delivery - Engage early and secure community and political buy-in for the approach. Align with the requirements of the planning process and project delivery timelines
 - Transparent and clear - Ensuring accessible information to a breadth of audiences and diverse communities, be clear what is open to influence and how comments will be considered
 - Considerate - Understand our audiences so we engage the right people and ensure all activity is accessible to all, the community are the experts in the local area - listen and learn from their experience and knowledge
 - Timely- Providing clear and timely feedback to the community on what has been said and how it has informed the emerging proposals and eventual submission

2.2 Identifying relevant stakeholders

- 2.2.1 A desk-based exercise was undertaken in order to identify stakeholders who could have an interest in the scheme, and who could provide insight and feedback to improve scheme design. Of those stakeholders identified, they were initially categorised as either prescribed or non-prescribed consultees.

Prescribed consultees

- 2.2.2 Prescribed consultees are prescribed by the Planning Act 2008. Sections 42 to 43 require a scheme to consult local authorities, and bodies prescribed in secondary legislation (statutory consultees are set out in the Infrastructure Planning (Miscellaneous Provisions) Regulations 2024). Section 44 sets out how Applicants must consult with those with an interest in land.
- 2.2.3 These consultees are those that must be consulted with as they may be directly affected by the scheme proposals in some way, or because they have a particular expertise in, or responsibility for a matter relevant to the proposal.

Non-prescribed consultees

- 2.2.4 National, regional or local organisations, businesses and community groups were identified who may have an interest in the scheme. These include organisations and individuals from the following sectors:
- Business
 - Canal users

- Community
- Environmental
- Political
- seldom heard or hard to reach groups

2.3 Pre-consultation stakeholder engagement

- 2.3.1 Technical engagement to inform a potential solution for the water transfer, and to inform the objectives of the scheme, has been ongoing under the RAPID process (see section 1.6) since 2020. Details of this work can be found in the relevant reports accompanying the gated process on the Affinity Water website.
- 2.3.2 Engagement during Gate 1 and Gate 2 focused primarily on the conceptual solution for the water transfer.
- 2.3.3 Since the approval to proceed through Gate 3 of the RAPID process in June 2023, engagement on the scheme has increasingly focused on refining the proposals between Minworth and Affinity Water's supply area, and on supporting the application for development consent.
- 2.3.4 Between June 2023 and the launch of Phase One Public Consultation, engagement was targeted at groups or organisations who it was considered had specific information that could inform the emerging proposals ahead of public consultation or help shape the approach to engagement. These were held with:
- Department for Environment, Food and Rural Affairs – briefing on the scheme ahead of submitting a request for a direction under section 35 of the Planning Act 2008.
 - Environment Agency – regular meetings to discuss scheme development, technical updates and emerging approach to the EIA.
 - Historic England – introductory briefing to the scheme and discussion on ways of working through the DCO development.
 - Ouzel Valley Park Steering Group – discussion around the consultation, broadening of sites
 - Central Bedfordshire Council – scheme optioneering update
 - Buckinghamshire Council – scheme optioneering update
 - Atherstone Town Council – scheme introduction and outline of how it will engage as the scheme develops (as town council for the emerging preference for outfall location).
 - Great Brickhill Parish Council – scheme introduction and outline of how it will engage as the scheme develops (as parish council for an emerging site of greater potential).
 - Slapton Parish Council – scheme introduction and outline of how it will engage as the scheme develops (as parish council for an emerging site of greater potential).
 - Stoke Bruerne Parish Council – scheme introduction and outline of how it will engage as the scheme develops (following request from the parish council).
 - Stoke Hammond Parish Council – scheme introduction and outline of how it will engage as the scheme develops (following request from the parish council).

- Baxterley Parish Council - scheme introduction and outline of how it will engage as the scheme develops (as parish council for a portion of the northern pipeline).
- North Warwickshire Borough Council – a meeting with NWBC's Head of Development Management to update on the scheme background, programme and optioneering for Minworth to Atherstone Pipeline.

Local Authority Liaison Group (LALG)

2.3.5 The Local Authority Liaison Group (LALG) is a technical working group created to bring local authorities across the whole scheme together in an open forum to help generate constructive engagement and facilitate information sharing throughout the Development Consent Order (DCO) process. The group allows members to learn about and discuss the scheme, while also providing them with an opportunity to input and influence how the scheme develops.

2.3.6 The following local authorities were invited to join LALG:

- Birmingham City Council
- North Warwickshire Borough Council
- Warwickshire County Council
- Nuneaton and Bedworth Borough Council
- Coventry City Council
- Rugby Borough Council
- West Northamptonshire Council
- Milton Keynes City Council
- Central Bedfordshire Council
- Buckinghamshire Council

2.3.7 On 3 July 2024, an email was issued to relevant planning officers in the local authorities listed above (identified through desk-based research or previous engagement) that were across the scheme, introducing the group and inviting them to attend a virtual meeting which was held on 18 July 2024 using Microsoft Teams. During the meeting a PowerPoint presentation was shared with the attendees introducing the scheme and what it involves. The meeting also discussed the DCO process and role of a Local Planning Authority as part of this, as well as the proposed engagement moving forward. Time at the end of the meeting was given for attendees to ask questions. The following attended the meeting:

- Team Leader, Major Development, Minerals & Waste, Buckinghamshire.
- Senior Planning Officer, Planning Policy Team, Birmingham City Council.
- Senior Planning Officer, Central Bedfordshire Council.
- Strategic plan partnership manager at Central Bedfordshire Council.
- Team Leader, Strategic Team, Milton Keynes City Council.
- Forward Planning and Economic Manager, North Warwickshire Borough Council.
- Head of Development Management, North Warwickshire Borough Council.
- Professional lead Climate Change & Sustainability, Warwickshire County Council.
- Head of Development Management, West Northants Council.

2.3.8 The Group will continue to meet throughout the scheme's development, with meetings being held virtually. These meetings will focus on important topics of interest to members, key milestones and/or any emerging issues or opportunities, drawing input from subject experts as required.

Canal User Working Group

- 2.3.9 The Canal User Working Group (CUWG) is a community working group that aims to engage with those that have a close interaction with the stretch of the canal relevant to the scheme. It consists of canal businesses, canal customers, water users, towpath users and wider canal interest groups. Bringing these groups together will help gain an understanding of key areas of concern to inform the technical team as well as identify key communication channels and opportunities for betterment.
- 3.3.1 Identified stakeholders were invited via email on 30 August 2024 to attend the launch event for the Phase One Public Consultation held on 11 September at The Canal Museum, Stoke Bruerne, Bridge Road, Stoke Bruerne, Towcester, NN12 7SE (see section 4.3.2.)
- 2.3.10 The Group has been set up to meet quarterly throughout the scheme's development, with meetings being held virtually and in person.

Landowner engagement

- 2.3.11 Those with an interest in the land that may be affected by the scheme have an important role to play in the DCO process.
- 2.3.12 Fisher German is the appointed land agent for the scheme. Initial landowner engagement was undertaken ahead of the Phase One Public Consultation, and this will continue throughout the development of the proposals.
- 2.3.13 Ahead of Phase One Public Consultation, Fisher German sent letters to each identified landowner or registered party along the route introducing the scheme and asking each party to return a land ownership information questionnaire confirming their ownership/interest details. This ensured Fisher German were contacting the correct persons for the correct pieces of land within the corridor. Initially, these letters were sent to landowners in the northern and canal sections of the scheme. Work was still ongoing to identify proposals in the southern section, and these landowners were initially contacted at the launch of the public consultation (see Chapter 3).
- 2.3.14 In the occasion the initial letter was not returned, or Fisher German had not received contact, they issued a further follow up letter.
- 2.3.15 Within all communications was a project-specific phone number which recipients could call to speak to Fisher German surveyors directly regarding any queries or concern they had about the scheme or the upcoming surveys.

Scheme website

- 2.3.16 The scheme website – www.guctransfer.co.uk – was launched on 13 June 2024 to provide early information on the scheme, why it is needed and how it will be developed, as well as about the partner organisations. An early signpost to the planned Phase One Public Consultation was included to explain to people when further information would be available.

3. Phase One Public Consultation

3.1 Introduction

- 3.1.1 The views of prescribed consultees, those living and working on and along the route, as well as those using the canals for business, recreation, and leisure, are important to the development of the scheme.
- 3.1.2 The consultation ran from 11 September until 25 October 2024 and gave members of the public, landowners, local authorities, statutory bodies and other stakeholders a chance shape the scheme proposals at an early stage by providing feedback.

3.2 Publicising the consultation

- 3.2.1 While the consultation was open to anyone with an interest in the scheme, due to the size of the scheme and distance covered, a range of consultation zones were used to directly contact those living near to the proposed infrastructure to advertise the consultation via a mailed postcard. The distance of each buffer was selected as a reflection of its surrounding areas and the likely impacts from the development. The zones were rationalised to avoid splitting roads or residential streets. In total over 13,000 postcards were sent to those living near the proposed scheme.

Table 1. Consultation zones

Section	Area	Buffer
Northern section	Minworth Water Treatment Works	1km buffer around the proposed site with a boundary extension to include the whole Minworth area to the west
Northern section	Northern pipeline	100m buffer either side of the corridor
Northern section	Atherstone pipeline options	100m buffer either side of the corridor with an extension to include the entirety of Atherstone to the West of the canal and Westwood Road
Canal section	Proposed infrastructure locations along the canal route	500m buffer either side of the specific intervention
Canal section	Daventry and Drayton reservoirs	100m buffer around the proposed new pipeline and the reservoirs
Southern section	Site options for new Water Treatment Works and storage	1km buffer around each of the sites with greater potential, with extensions to include nearby residential areas.

- 3.2.2 Details of further publicity and the materials used to advertise the Phase One Public Consultation are outlined below.

Phase One Public Consultation launch event

- 3.2.3 A launch event was held on 11 September 2024 between 12pm - 4.30pm at The Canal Museum, Bridge Road, Stoke Bruerne, Towcester, NN12 7SE. The event was a closed event, with a digital invitation being emailed to key stakeholders.

- 3.2.4 The event provided an opportunity for attendees to understand more about the scheme and its benefits, as well as meet members of the project team and learn about how the public consultation would be carried out.

Press release

- 3.2.5 A press release was produced and emailed to printed and digital press and news outlets, detailing a brief overview of the scheme, the consultation period for the Phase One Public Consultation and how to take part. See Figures 2 and 3 showing screengrabs of coverage. A copy of the press release and a list of all press and news outlets is available in Appendix A.



Figure 2: Screen grab of coverage on WaterMagazine.co.uk on 11 September 2024

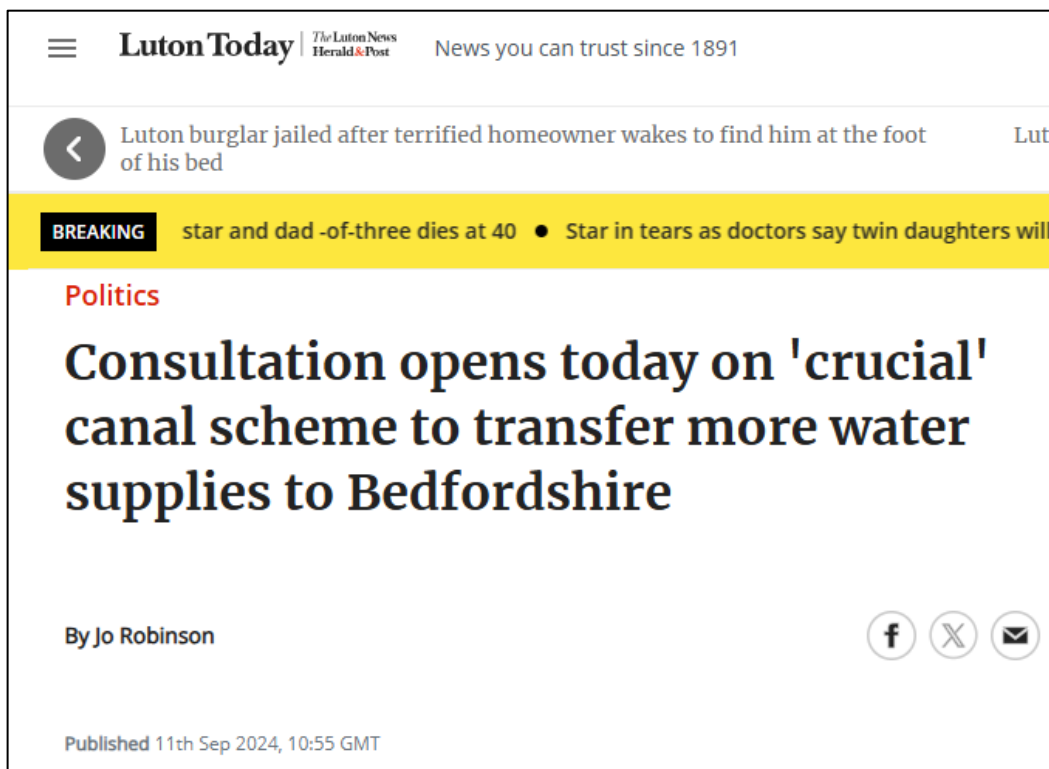


Figure 3: Screen grab of coverage on LutonToday.co.uk on 11 September 2024

Launch emails

3.2.6 Emails were issued between 10 and 12 September 2024 promoting the launch of the consultation which outlined the scheme, the way to take part in the consultation, event information and ways to get in touch to ask questions or request hard copies materials. Appendix B contains a copy of the email sent to the following:

- Local Planning Authorities (LPA)
- Local MPs
- Parish councils
- Ward councillors
- Statutory stakeholders

3.2.7 Other interested organisations identified through stakeholder mapping

3.2.8 A list of those sent launch emails can also be found in Appendix B.

Landowner letters

3.2.9 Letters were sent by first class post on 11 September 2024 to landowners that either own, occupy and/or have interest in land that may be affected by the proposed scheme. The letter, along with an A4 copy of the scheme overview map, contained information promoting the launch of the consultation and the scheme. It also explained how to take part in the consultation, details of the public events and ways to get in touch to ask questions or request hard copies materials. Appendix C contains a copy of the letter sent to landowners.

Table 2. The number of letters issued to landowners that either own, occupy and/or have interest in land that may be affected by the proposals, as per each section of the scheme

Section	Number of addresses
Northern section	137
Canal section	826
Southern section	376

Postcards

- 3.2.10 Section specific postcards were sent to addresses within the consultation zones on 9 September 2024 via second class post.
- 3.2.11 The A5 postcard was double-sided and in full colour. It introduced the consultation and provided details of the event dates and times for that section, how to respond and the closing date for responses. A copy of the postcard can be found in Appendix D.

Table 3. The number of postcards issued to addresses within the consultation per section of the scheme

Section	Number of addresses
Northern section	3,070
Canal section	3,757
Southern section	6,426

Poster

- 3.2.12 An A4, full colour poster was produced, and hard copies sent to 187 addresses made up of various organisations, businesses and parish councils across the entire route, including the consultation event venues. All recipients were identified as key locations within their local communities.
- 3.2.13 A letter accompanied to provide more context to the scheme and request that the recipients display the enclosed poster in their premises. A copy of the poster, accompanying letter, and those organisations sent the poster can be found in Appendix E.

Advertisements

Digital

- 3.2.14 A suite of five digital adverts in varying designs and dimensions was produced and displayed across seven different online newspaper websites across the route. These were Luton Today, Leighton Buzzard Observer, MK Citizen, Daventry Express, the Rugby Advertiser, Coventry Live and Birmingham World. All adverts contained a 'Have Your Say' button which redirected the reader to the scheme website where they could find out more about the scheme and take part in the consultation. The adverts ran for the first two weeks of the consultation period.

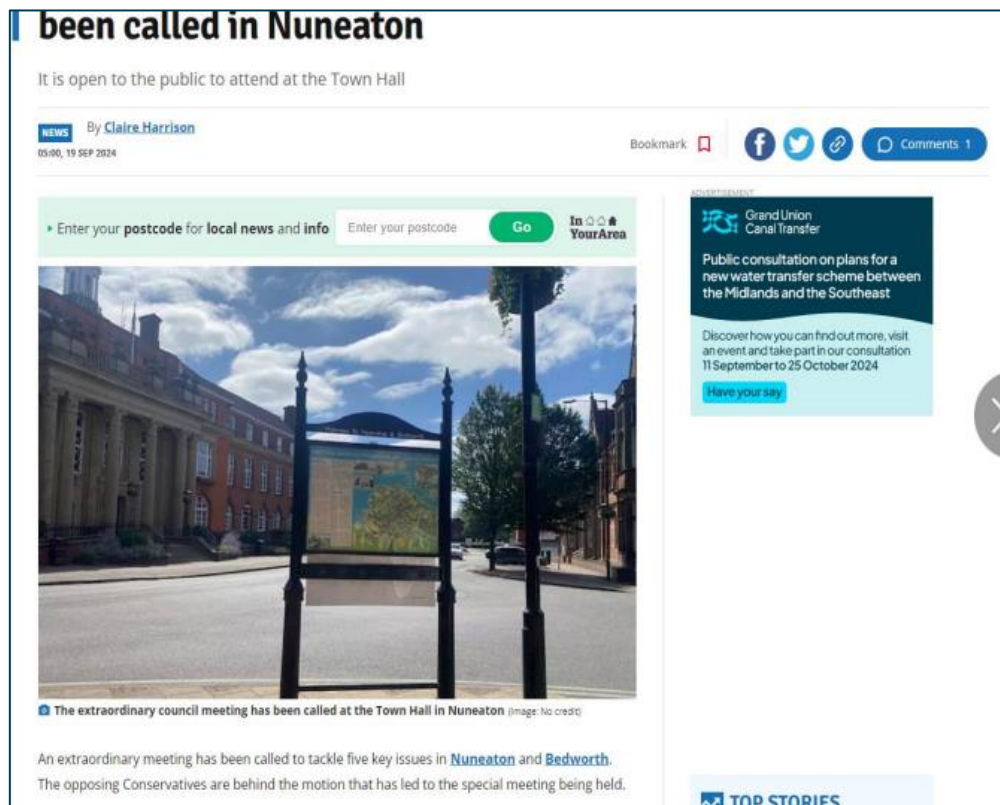


Figure 4: Screen grab showing a digital advert featured on CoventryTelegraph.net (Coventry Live) on 19 September 2024

[Print](#)

- 3.2.15 Printed, full colour, half page adverts were also used to promote the consultation and the supporting events. Adverts were placed in the same publications as used for the digital advertisements, with the exception of Birmingham World which is a purely online newspaper.
- 3.2.16 The event information featured in each advertisement was varied depending on its coverage in relation to event areas. Each publication featured the advert three times throughout the duration of the consultation.

Table 4. Printed publications used to advertise the consultation, their coverage and readership

Publication	Coverage in relation to event areas	Readership
Luton Today (digital) & The Luton News	Eaton Bray and Chaul End	21,029
Leighton Buzzard Observer	Leighton Buzzard, Eaton Bray	12,239
MK Citizen	Slapton, Grove Lock	
	Great Brickhill, Fenny Stratford Junction, Stoke Bruerne Locks	108,302
Daventry Express	Daventry, Braunston Junction, Hillmorton Locks	26,302
The Rugby Advertiser	Braunston Junction, Hillmorton Locks	21,304
Coventry Telegraph	Atherstone, Hurley, Hawkesbury Junction	13,669
Birmingham World	Curdworth	Digital only



Figure 5: Image showing printed advert published in the Rugby Advertiser during the week commencing 16 September 2024

Social media

- 3.2.17 A new LinkedIn business page was created for the scheme to help raise awareness and promote the consultation, telling followers about the events and how they can provide feedback. See Figure 6 for a screen grab of the GUC Transfer LinkedIn posts promoting the launch of the consultation and one of the pop-up events.
- 3.2.18 In addition, information on the consultation was shared on social media by elected members such as MPs, ward councillors, and parish councils across the scheme's route.

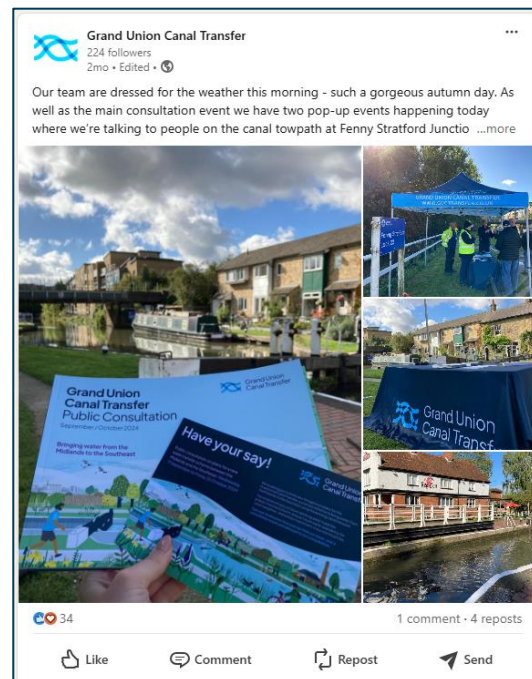
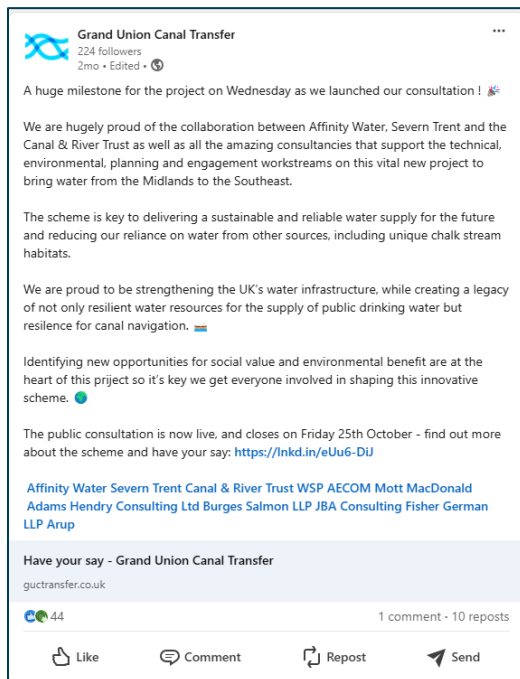


Figure 6 – Screen grabs of LinkedIn Posts promoting the consultation and one of the pop-up events

Reaching canal users

- 3.2.19 The scheme used a number of existing Canal & River Trust channels to publicise the consultation with users of the canal. Emails explaining the scheme and the launch of the consultation were sent to over 7,000 of the Trust's boating customers, informed by boat 'sighting' data that identifies boats that have used the canal in the previous 12 months. Additionally, content about the scheme was published in *Boater's Update* (which is sent to Canal & River Trust boaters registered to receive it), and consultation events on and adjacent to the canal towpath allowed direct engagement with canal users. Further details of these events are available in section 3.4.

3.3 Consultation materials

- 3.3.1 Consultation materials were developed to present information on the scheme proposals and encourage people to provide their feedback. They were available to view both online via the scheme website and in person at the consultation events. Consultation brochure and feedback forms were also available at the scheme's pop-up events (see Section 3.5).

Scheme website

- 3.3.2 The scheme website was updated on 11 September 2024 with information about the proposals being consulted on and how to take part in the consultation. Copies of the consultation brochure, feedback form, scheme maps and the Site and Route Evaluation Report were available to download from the scheme website.
- 3.3.3 The website continues to be updated when necessary and will be a central hub of information as the scheme develops.

Consultation brochure

- 3.3.4 An A4, full colour, 65-page consultation brochure was produced. This was the main consultation brochure for the Phase One Public Consultation and provided an introduction to the scheme and a summary of the proposals being consulted on. It also explained how people could respond to this consultation and outlined the next steps for the scheme.

- 3.3.5 To help readers identify the main areas of the scheme, they were split up and presented in order of the three key sections: Northern, Canal, and Southern.

Information boards

Ten information boards were created to be displayed at the in-person, village hall consultation events (see section 4.5.2). The boards contained key content found in the consultation brochure.

Feedback form

- 3.3.6 A feedback form was created which invited respondents to provide their views on the proposals via a series of questions. It also contained a small number of questions asking respondents for information about themselves.
- 3.3.7 The structure of the form mirrored the consultation brochure, addressing each of the three key sections in turn. Most of the questions were open-ended with free-text response boxes, allowing respondents to provide detailed, long form answers.
- 3.3.8 All questions were optional and the form was available to complete online via the scheme website, or in hard copy at the consultation events or upon request.

Site and Route Evaluation Report

- 3.3.9 The Site and Route Evaluation Report was a technical report published at the consultation, providing further detail on the process taken to identify the pipeline routes and potential water treatment and storage sites being consulted on, and summarised the scheme's position in relation to site and route evaluation at the time of the Phase One Public Consultation.
- 3.3.10 The availability of this report was referenced throughout the consultation brochure and was made available on the scheme website.

3.4 Consultation events

- 3.4.1 To help offer the best chance for residents to attend an event, a mix of larger village hall drop-in events and smaller pop-up canal side events took place during the consultation period between Saturday 21 September and Saturday 5 October 2024. Several of the events were held on a Saturday and all weekday events began in the late afternoon and closed in the evening to provide the opportunity for working members of the community to attend.

Consultation events

- 3.4.2 Nine public drop-in events were held in various village and community halls within towns and villages close to the proposals and provided attendees with the opportunity to learn more about the proposals, meet the project team, view large scale maps and provide feedback.

Table 5. Consultation events, their locations, dates and time, and total number of attendees

Event name	Location	Date / Time	Number of attendees
Atherstone	Owen Street Community Arts Centre, Owen St, Atherstone CV9 1DG	Saturday 21 September 11:00 – 15:00	70

Slapton	Elizabeth Griffin Memorial Hall, Church Rd, Slapton, Leighton Buzzard LU7 9BX	Monday 23 September 16:00 - 20:00	117
Eaton Bray	Eaton Bray Methodist Church, Totterhoe Rd, Eaton Bray, Dunstable LU6 2BD	Tuesday 24 September 16:00 - 20:00	48
Chaul End	Lyons Community Centre, 33a Mallard Cres, Caddington, Luton LU1 4FG	Wednesday 25 September 16:00 – 20:00	14
Curdworth	Curdworth Village Hall, 70 Coleshill Rd, Curdworth, Sutton Coldfield B76 9HH	Friday 27 September 16:00 – 20:00	51
Daventry	Daventry Community Centre, Ashby Rd, Daventry NN11 0QE	Saturday 28 September 11:00-15:00	40
Hurley	Hurley Village Hall, 41 Knowle Hill, Hurley, Atherstone CV9 2JD	Wednesday 2 October 16:00 – 20:00	49
Leighton Buzzard	Astral Park Community Centre, Johnson Drive, Leighton Buzzard LU7 4AY	Friday 4 October 16:00 - 20:00	45
Great Brickhill	Great Brickhill Community Centre, Rotten Row, Great Brickhill, Milton Keynes MK17 9BA	Saturday 5 October 11:00 – 15:00	91



Figure 7 - Photograph of the Great Brickhill drop-in event at Great Brickhill Community Centre, Rotten Row, Great Brickhill, Milton Keynes MK17 9BA on Saturday 5 October 2024, 11:00 – 15:00.

Pop-up events

- 3.4.3 Six smaller pop-up style events were also held throughout September and October 2024 at various locations along the canal. These allowed attendees to ask members of the project team questions and take away materials. The locations of each pop-up event correlated with where new infrastructure (e.g. pumping stations or gravity bypasses) is being proposed and had been identified as experiencing a high footfall.

Table 6. Pop-up consultation events, their locations, dates and time, and total number of attendees

Event name	Location	Date / Time	Number of attendees
Fenny Stratford Junction	Opposite side of the canal from the Red Lion, 11 Lock View Ln, Fenny Stratford, Bletchley, Milton Keynes MK1 1BY	Saturday 28 September 9:30 - 12:30	45
Grove Lock	Opposite side of the canal from the Grove Lock, Grove, Leighton Buzzard, Bedfordshire LU7 0QU	Saturday 28 September 14:30 - 17:30	44
Stoke Bruerne Lock Bypass	Near the Canal Museum, Stoke Bruerne, Bridge Rd, Stoke Bruerne, Towcester NN12 7SE	Thursday 3 October 10:30 - 13:30	60
Braunston Junction	Near Union Canal Carriers, Dark Ln, Braunston, Daventry NN11 7HJ	Friday 4 October 10:30 - 13:30	45
Hawkesbury Junction	Near the Hawkesbury Junction Pump House, opposite side of the canal from The Greyhound, Sutton Stop, Coventry CV6 6DF	Saturday 5 October 9:30 - 12:30	28
Hillmorton Locks	Opposite side of the canal from the Canalchef Cafe, Badseys Wharf, The Locks, Hillmorton CV21 4PP	Saturday 5 October 14:30 - 17:30	33



Figure 8 – Photograph of the pop-up event for Hawkesbury Junction near the Hawkesbury Junction Pump House, opposite side of the canal from The Greyhound, Sutton Stop, Coventry CV6 6DF on Saturday 5 October 2024, 9:30 - 12:30

Other briefings

- 3.4.4 During the consultation (21 October 2024), North Warwickshire Borough Council organised a briefing for councillors and relevant parish councils, attended by the scheme team. This was attended by Hartshill Parish Council, Mancetter Parish Council, Atherstone Town Council, Bentley Parish Council, Bentley and Merevale Parish Council, Baxterley Parish Council, Kingsbury Parish Council, Nether Whitacre Parish Council, Shustoke Parish Council, Lea Marston Parish Council, Curdworth Parish Council, and Water Orton Parish Council.

3.5 Feedback channels

- 3.6.1 Feedback channels were publicised on the scheme website and in the consultation brochure, as well as on advertising materials and the scheme postcard. A number of response channels through which consultees could respond were available throughout the consultation period. These were:
- Online feedback form – accessible via the scheme website
 - Hard copy feedback form – available from consultation events or for download and print from the scheme website. Completed forms could be submitted at events or sent to the scheme freepost address.
 - Email – free form responses could be sent to the scheme email address
 - Hard copy responses – free form hard copy responses could be sent to the scheme freepost address

4. Summary of themes raised and how these have been considered

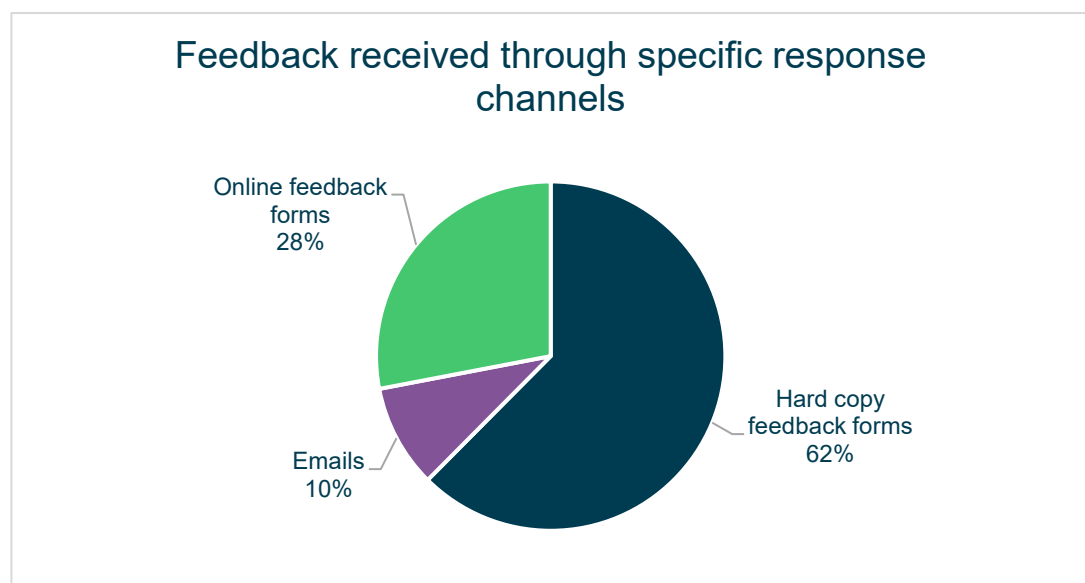
- 4.1.1 This chapter outlines how many consultation responses were received, a summary of the feedback received, and how the scheme has considered this feedback as part of ongoing work.

4.2 Responses received

- 4.2.1 As set out in Section 3.6, a number of channels were available to submit feedback, and the channels were open from 11 September to 11.59pm on 25 October 2024.

- 4.2.2 A total of 482 responses were received to the consultation. These were received through the following channels:

- Online feedback forms – 301
- Hard copy feedback forms – 46
- Emails – 135



- 4.2.3 As well as responses from members of the public, responses were received on behalf of a number of councils and organisations.

Local Authorities

- Central Bedfordshire Council
- Buckinghamshire Council (Ivinghoe ward councillors)
- Oxfordshire County Council
- Rugby Borough Council

Parish and town councils

- Atherstone Town Council
- Baxterley Parish Council
- Braunston Parish Council

- Cosgrove Parish Council
- Curdworth Parish Council
- Daventry Town Council
- Eaton Bray Parish Council
- Great Brickhill Parish Council
- Mancetter Parish Council
- Mentmore Parish Council
- Slapton Parish Council
- Totternhoe Parish Council
- Weedon Bec Parish Council
- Whipsnade Parish Council

Prescribed bodies and statutory undertakers

- Environment Agency
- Historic England
- National Grid (NGET)
- Penso Power

Member of Parliament

- Rachel Taylor, Labour MP for North Warwickshire and Bedworth

Organisations, associations, groups and clubs

- Bedford and Milton Keynes Waterway Trust
- CPRE Buckinghamshire
- Drayton Reservoir Fisheries
- Inland Waterways Association
- London Gliding Club
- National Bargee Travellers Association
- National Trust
- Rubys Yard
- Slapton Action Group
- Stoke Bruerne Canal Partnership
- Tamworth Sailing Club
- Water Resources East
- Friends of Kingsbury Water Park
- Member of Buckinghamshire and Milton Keynes Association of Local councils
- RSPB Middleton Lakes
- Warwickshire Wildlife Trust
- Thrive Homes Ltd.

4.3 How responses have been considered

- 4.3.1 Every response received as a result of the consultation has been reviewed and considered, to inform the ongoing development of the scheme’s proposals.
- 4.3.2 For the purposes of reporting, a coding exercise was undertaken to summarise similar comments under broad themes. Overarching themes were identified, building on key topics identified through early stakeholder engagement and experience of consultation on other major infrastructure schemes. The order of the themes below is intended to move from general design themes, general other themes, and then more specific themes for each section of the scheme. The order does not indicate the level of comment or feedback provided on a specific theme.

General topics

- 4.3.4 Table 7 summarises the feedback received that related to the scheme as a whole, or general topics about its development.

Table 7 Summary of feedback received about scheme-wide topics

Theme	Summary of feedback received	How the feedback has been considered
Design solution and alternatives	Respondents questioned the use of a canal transfer system, expressing a preference for closed pipelines as they were considered to be safer and more cost-effective. Support for buried pipelines was largely because of their perceived advantages in terms of cost savings and practicality. Respondents highlighted several benefits of pipelines, including the elimination of the need for additional pumping stations along the canal, avoidance of challenges with canal gradients and locks, and a perceived reduction in risks such as canal bank leaks, breaches, and silting. Suggested pipeline routes included those that ran alongside existing other infrastructure like High Speed 2 (HS2) or the M1. Other alternatives included new reservoirs in Oxfordshire or the Fens, transfers from Thames Water, or utilising Stewartby and Brogborough Lakes. Some respondents emphasised the importance of addressing pipeline leaks, suggesting that doing so could avoid the need for developing the scheme or that high losses could significantly undermine the effectiveness of the scheme. Questions arose about whether water volumes extracted at Atherstone could match delivery at the southern end and the need for double water treatment.	The canal transfer solution has been identified following several years of feasibility and optionality studies. As well as securing future drinking water supplies, the scheme will provide an opportunity to ensure future water availability for canal navigation within the existing canal network.

Theme	Summary of feedback received	How the feedback has been considered
	A respondent proposed using Natural Capital Assessment to evaluate options for this scheme, highlighting its potential to balance environmental, social, and economic trade-offs.	
Planning policy	Feedback noted that the scheme must show compliance with the National Policy for Wastewater Infrastructure (2012) and Planning Act 2008, requiring long-term impact mitigation in DCO decisions. It also noted that the Planning Act 2008 mandates the Secretary of State to consider the NPS, which presumes in favour of granting consent for wastewater DCOs unless specific policies suggest otherwise. Some respondents questioned the lengthy planning timeline, while others criticised the scheme's perceived lack of ambition in its timescales.	The scheme is being developed to comply with the relevant aspects of the Planning Act 2008, and the relevant National Policy Statement for Water Resource Infrastructure (as opposed to the NPS for Wastewater Infrastructure). Following submission of an application for development consent, timescales for the process are set by the relevant legislation and the process is controlled by the Planning Inspectorate.
Communities	Respondents voiced concerns regarding trust, transparency, and communication in relation to the scheme. Many expressed scepticism due to existing environmental practices by water companies and questioned the broader benefits of the scheme particularly for those outside Affinity Water's service area. The consultation process was seen as too narrow in scope, with events limited to local areas, despite the scheme's broader implications. There were some requests for clearer, more accessible communication — such as leveraging the use of the Trust's volunteers or advertising in local newspapers. Some felt that public engagement had come too late. Respondents urged greater involvement of organisations like the National Trust and town councils. They also emphasised the importance of clearly communicating the scheme's benefits, including its role in addressing climate change. Many respondents noted that the consultation provided insufficient detail and lacked alternative options, which they believe limited their opportunity for meaningful input. Concerns were also raised regarding delays between the consultation's closure and further engagement opportunities.	While the consultation was open to anyone with an interest in the scheme, due to the size of the scheme and distance covered, a range of consultation zones were used to directly contact those living near to the proposed infrastructure to advertise the consultation via a mailed postcard. The distance of each buffer was selected as a reflection of its surrounding areas and the likely impacts from the development. In total over 13,000 postcards were sent to those living near the proposed scheme. To promote the consultation more widely, additional publicity methods were used. This included using existing Trust channels, advertisements in the local media and contacting a range of potentially interested stakeholders (including parish and town councils and elected representatives) who could help distribute information. More information can be found in Chapter 3. Listening to and understanding the views of people living and working alongside the Grand Union Canal

Theme	Summary of feedback received	How the feedback has been considered
Socioeconomic impacts	One respondent felt the focus on Affinity Water customers implied that water supplies to the Southeast might be prioritised during shortages, raising questions about fairness. Additionally, a respondent noted that the consultation brochure appeared to prioritise Affinity Water customers over areas like North Warwickshire and Kingsbury. This they suggested, could lead to competition for water resources without fully addressing the negative impacts on these areas. Concerns were also raised about underfunding in the Midlands compared to the South, with one respondent opposing the AWTP proposal on these grounds. Others feared the scheme could drive development in the Southeast at the expense of the Midlands and the North.	How the feedback has been considered Transfer is fundamental to how the scheme will be designed, built, and maintained. Early consultation with communities, businesses, local authorities, and other groups is a central part of that process to better understand the local area and any potential impacts the scheme may have on the community. It is recognised that some respondents wanted more detail at the consultation. The Phase One Public Consultation was carried out at an early stage in the scheme's development, so stakeholder feedback could help inform the emerging design and decision making. Further detail will be provided as the scheme develops, including at a second public consultation. The scheme has been identified through regional planning work carried out by two regional water groups – Water Resources West and Water Resources South East. These groups 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. The regional plans are supported by Water Resources Management Plans (WRMP) – these are part of each water companies' statutory duty to set out how they will supply water in their area over the next 25 years. The scheme will not impact on the supply of water within Severn Trent's supply area. More information about how Severn Trent will manage its supply can be found at: https://www.severntrent.com/about-us/our-plans/water-resources-management-plan/ The scheme is not responsible for wider funding or development policy.

Theme	Summary of feedback received	How the feedback has been considered
Environmental impacts	Many respondents placed strong emphasis on prioritising environmental concerns within the scheme. They requested that the scheme protect local habitats and wildlife, with many seeking assurances that potential environmental impacts would be thoroughly addressed and mitigated. While some acknowledged that the scheme aimed to mitigate adverse effects, others questioned how extreme weather events like severe cold freezing canals could disrupt water transfers. Comments were also received on potential mitigation methods across the route. These stressed the importance of obtaining specific information on environmental impacts and the planned measures to manage them. They highlighted the need for both desk-top and ground surveys to thoroughly assess existing habitats. Concerns were raised about the ecological survey timeline, including a question as to whether a single spring/summer survey season might lead to under-recording of species if weather conditions were poor. Specific specialist organisations also contributed insights. The Warwickshire Wildlife Trust recommended that the scheme should achieve at least a 10% Biodiversity Net Gain, rising to 20% in particularly sensitive areas. Historic England emphasised the importance of fully considering all heritage assets as part of the environmental impact assessment to capture both individual and cumulative effects.	Since Phase One Public Consultation, a significant amount of environmental work has been carried out across several areas including ecology, cultural heritage, air quality and traffic and transport. The findings of these assessments are detailed in the Preliminary Environmental Information Report (PEIR), which has been made available as part of 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. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk The scheme is also working to identify opportunities to deliver Biodiversity Net Gain, as a way of creating and improving natural habitats whilst ensuring existing wildlife and vulnerable species are protected. These opportunities will continue to be developed as the scheme design evolves.
Cost	Respondents suggested that Affinity Water should cover all scheme costs, so taxpayers and other parties aren't burdened. They raised concern that the scheme might primarily benefit shareholders rather than communities and questioned whether the Trust would receive fair compensation, especially if it risks losing canal ownership and revenue from narrowboat licence fees. Many respondents stressed the need for thorough cost-benefit analysis comparing the transfer scheme to alternatives, such as repairing existing infrastructure and reducing leakages. Concerns were raised about the risk of escalating costs, unclear total expenses, and potential delays similar to those faced by HS2 and Crossrail/the	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 Canal & River Trust will continue to own the canal network.

Theme	Summary of feedback received	How the feedback has been considered
	Elizabeth Line. Additionally, some respondents argued funds might be more effectively used to upgrade current infrastructure. Concerns were raised about financing, including questions about how to ensure Affinity Water pays a fair price for the assets involved in the scheme.	The scheme is only one part of Severn Trent and Affinity Water's plans to maintain their supply areas. More information on upgrades to existing assets, leak reduction and other investments can be found in each company's Water Resource Management Plan. Find out more about Affinity Water's WRMP at: affinitywater.co.uk/corporate/plans/water-resources-plan Find out more about Severn Trent's WRMP at: severntrent.com/wrmp
Sewage and water quality	Respondents raised concerns about water quality, urging that water quality parameters be defined before scheme approval. The controls to prevent sewage transfer from the North to the South were questioned. Some respondents highlighted risks to local industries from changes in water chemistry, such water hardness, and salinity, and warned of potential ecological harm from displaced alien species. Some respondents questioned why Affinity Water customers should fund sewage disposal and canal maintenance, suggesting that these investments could be better redirected towards mitigating pollution. Others proposed exploring alternatives such as waste or sewage treatment and reuse.	The water being transferred by the scheme is highly treated recycled water that is currently discharged into the River Tame. Water going into the canal as part of the scheme will have been treated at the new Minworth Advanced Water Treatment Plant (AWTP), which will bring it to the required quality for transfer through the canal. 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 Wastewater Recycling Centre 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.

Theme	Summary of feedback received	How the feedback has been considered
Construction	Requests were made for more information on construction plans and how impacts would be managed on local communities. This included calls for assessments of water quality and emissions during construction and suggested using electric vehicles and infrastructure for energy storage to benefit local communities. Respondents raised concerns about potential disruptions to local traffic and residents during the construction phase of the scheme.	The disruption that construction can cause for local communities, however temporary, is recognised. Plans for construction will seek to avoid and reduce these impacts wherever possible. A 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, a Construction Traffic Management Plan (CTMP) will ensure that any impacts on local roads are controlled and managed. A draft outline CEMP and CTMP has been published as part of the scheme's Phase Two Public Consultation and a further version of the outline CEMP and CTMP will be submitted as part of the DCO application.
General opposition to the scheme	Comments called for the scheme to be scrapped, citing concerns such as inadequate evaluation of its efficiency, costs, and environmental impacts. Concerns were raised that early plans for the scheme were "overworked" and already facing budget cuts.	The canal transfer solution has been identified following several years of feasibility and optionality studies. As well as securing future drinking water supplies, the scheme will provide an opportunity to ensure future water availability for canal navigation within the existing canal network. The scheme will continue to be developed in a way that considers stakeholder concerns and feedback and will seek to mitigate impacts as far as possible.
General support for the scheme	Comments praised the scheme for its sustainability, highlighting its aim to provide a reliable water supply for the Southeast, reduce reliance on chalk stream habitats, and support the canal network's future. Responses noted ecological benefits like improved water oxygen levels and the efficient use of existing infrastructure. Water Resources East (WRE) expressed support for the scheme for reducing reliance on Grafham Water, enhancing biodiversity, and enabling flood risk management. Oxfordshire County Council suggested it may be viewed as an	Support for the scheme is noted and welcomed. Development of the scheme is independent of, and will not affect, SESRO.

Theme	Summary of feedback received	How the feedback has been considered
	alternative to South East Strategic Reservoir Option (SESRO), a planned reservoir scheme being developed near Abingdon. The Environment Agency (EA) were supportive of the need for the scheme for fulfilling the national need for new supplies as set out in the National Policy Statement for Water Resources Infrastructure, noting its input in the early development of the scheme and that it would continue to play a role as the scheme developed. while the Inland Waterways Association (IWA) recognised benefits for canal users but stressed avoiding negative impacts on waterways.	

Northern section

4.3.5 Tables 8, 9 and 10 summarise feedback received about the northern section of the scheme. Table 8 is focused on the Advanced Water Treatment Plant at Minworth, Table 9 focusses on the pipeline corridor between Minworth and Atherstone and Table 10 focusses on the outfall location at Atherstone.

Table 8 Feedback received about the proposed Advanced Water Treatment Plant at Minworth

Theme	Summary of feedback received	How the feedback has been considered
Siting of the Advanced Water Treatment Plan	A mix of views was received regarding the proposal to locate the new AWTP at Minworth. Many respondents in support highlighted the potential for improved operational efficiency, while others proposed alternative sites like Coleshill Beds and Minworth East for reduced community impact and a better fit with the area's industrial surroundings. Respondents raised concerns regarding the site evaluation process and a perceived overemphasis on cost, while others asked that any visual impacts are managed by careful siting within the existing footprint.	The existing Minworth site was chosen as the location for the AWTP as it allows for the use of existing infrastructure and requires less additional infrastructure when compared to other sites. 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. The entire footprint of the AWTP site is expected to be approximately 150 metres by 280 metres. As a result of ongoing investigations and the feedback received at Phase One Public Consultation, the proposed footprint for the AWTP has been updated and further details form part of the Phase Two Public Consultation.
Communities	Feedback on the consultation process for the AWTP at Minworth highlighted concerns regarding the perceived impacts on residents (both during construction and permanent impacts), the level of detail provided at the consultation and the timing of engagement relative to the scheme's development. Several comments were also received about the wider development of the area and the numerous other infrastructure projects being planned, with particular emphasis on the potential cumulative impacts of these. Many of these comments specifically focused on the village of Curdworth.	Listening to and understanding the views of people living and working alongside the Grand Union Canal Transfer is fundamental to how the scheme will be designed, built, and maintained. Early consultation with communities, businesses, local authorities, and other groups is a central part of that process to better understand the local area

Theme	Summary of feedback received	How the feedback has been considered and any potential impacts the scheme may have on the community.
		It is recognised that some respondents wanted more detail at the consultation. The Phase One Public Consultation was carried out at an early stage in the scheme's development, so stakeholder feedback could help inform the emerging design and decision making. Further detail will be provided as the scheme develops, including at Phase Two Public Consultation. This consultation will be an opportunity for people to review the scheme's updated proposals and provide further feedback. With regards to other infrastructure, the scheme has continued to monitor emerging and committed planning applications in the area and have made several adjustments near Curdworth to account for new developments. Potential interactions with and impacts on other planned infrastructure has been assessed as part of the PEIR. More information on this can be found in Chapter 19. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk When planning for construction, the scheme will take into account the plans of other projects nearby as well as other potential community impacts, and seek to avoid, reduce or mitigate these impacts wherever possible.

Theme	Summary of feedback received	How the feedback has been considered
Health and sanitation	The proposed AWTP at Minworth prompted a variety of concerns relating to health, safety, and sanitation. Respondents asked for strict safeguards against sewage discharge into the pipeline or canal network, continuous water-quality monitoring, and transparent reporting to reassure residents and canal users. Concerns also included the impact on residents' mental health from construction noise and air pollution.	The water being transferred by the scheme is highly treated recycled water that is currently discharged into the River Tame. Water going into the canal as part of the scheme will have been treated at the new Minworth Advanced Water Treatment Plant (AWTP), which will bring it to the required quality for transfer through the canal. 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 Wastewater Recycling Centre 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. Plans for construction will seek to avoid and reduce these impacts wherever possible. A 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, a Construction Traffic Management

Theme	Summary of feedback received	How the feedback has been considered
		Plan (CTMP) will ensure that any impacts on local roads are controlled and managed. A draft outline CEMP and CTMP has been published as part of the scheme's Phase Two Public Consultation and a further I version of the CEMP and CTMP will be submitted as part of the DCO application.
Environmental impacts	Feedback on the proposed AWTP at Minworth highlighted a range of environmental concerns, particularly its potential impact on water levels and ecological health of the River Tame. Specific issues raised included potential reductions in river flow, pollution risks, and competition for water during shortages. Respondents emphasised the importance of detailed assessments on potential environmental impacts to protect the existing ecology of the area.	Since Phase One Public Consultation, a significant amount of environmental work has been carried out across several areas including ecology, cultural heritage, air quality and traffic and transport. This includes looking at the potential environmental impacts of the AWTP. The findings of these assessments are detailed in the Preliminary Environmental Information Report (PEIR), which has been made available as part of 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. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Air quality and odour	Respondents raised concerns regarding air quality and odour in relation to the proposed AWTP at Minworth. Some highlighted, existing issues affecting canal moorings in proximity to the plant. Many respondents sought clarification on the proposed odour mitigation strategies and suggested relocating the plant further away from residential areas to reduce potential disruption for local communities and canal users.	No air quality or odour issues are anticipated from the operation of the proposed AWTP. More information on air quality in Chapter 8 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Noise	Concerns about noise impacts were raised, particularly in relation to the proposed AWTP at Minworth. Respondents highlighted potential effects on the local community and on property values. Respondents suggested positioning the plant further away from residential areas and using existing landscaping as a natural noise barrier to minimise disturbances.	The likely potential effects from noise as a result of the operation of the AWTP has been assessed as part of the PEIR, and opportunities to avoid, reduce and mitigate are being explored. More information about operational noise in Chapter 18 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk An outline Construction Environmental Management Plan will contain measures and guidelines to control and mitigate any construction activity that may result in dust, noise, odour or vibrations. A further version of the outline CEMP will be submitted as part of the DCO application.
Flooding	Feedback on the proposed AWTP at Minworth raised concerns about flooding risks, noting the site's susceptibility compared to alternatives like the Minworth East site initially also considered as a potential site for the AWTP, which would involve the siting of the AWTP in the field to the east of Minworth outside of the current operational boundary of the Minworth WwRC site but within the Severn Trent's ownership. Stakeholders raised concerns about the potential impact of heavy rainfall on the proposed Minworth facility, warning of risks such as untreated water discharge and environmental harm.	The likely potential effects the scheme will have on flood risk in surrounding areas, and the proposed measures to avoid and reduce this where necessary have been assessed as part of the PEIR. These initial assessments show that the scheme will not create any additional flood risk. More information about the flood risk assessment is available in Chapter 22 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Water quality	Respondents expressed concern about the perceived risk of untreated sewage discharge into the Grand Union Canal and River Tame, advocating for robust monitoring to protect the environment. A suggestion was made to redirect operations towards the Fradley Canal Junction to utilise cleaner water from the River Trent to enhance discharge quality into the River Tame. Additional concerns also included sewage contamination during flooding, which could pose significant risks to ecosystems and public health. Respondents emphasised the need for robust flood management measures to mitigate these issues effectively.	The water being transferred by the scheme is highly treated recycled water that is currently discharged into the River Tame. Water going into the canal as part of the scheme will have been treated at the new Minworth Advanced Water Treatment Plant (AWTP), which will bring it to the required quality for transfer through the canal. 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 Wastewater Recycling Centre 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. 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.

Theme	Summary of feedback received	How the feedback has been considered
Construction and traffic impacts	There were concerns around construction traffic impacts during the construction of the AWTP, particularly around Curdworth, with people highlighting existing congestion issues. Suggestions to mitigate any potential traffic impacts included: upgrading the road near Minworth to a dual carriageway from the M42 and developing a new road from Kingsbury Road to better manage Heavy Goods Vehicles (HGV) traffic. Respondents raised questions regarding the road network's capacity for construction traffic and why the main Minworth site entrance on Kingsbury Road was not being prioritised for access. Questions were also raised about the routes that HGVs would take, with preferences for avoiding village areas to reduce disruption.	More information on how the scheme will manage construction, including typical pipeline installation, has been provided as part of the Phase Two Public Consultation. This can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk The disruption that construction can cause for local communities, however temporary, is recognised. Plans for construction will seek to avoid and reduce these impacts wherever possible. A 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, a Construction Traffic Management Plan (CTMP) will ensure that any impacts on local roads are controlled and managed. A draft outline CEMP and CTMP has been published as part of the scheme's Phase Two Public Consultation and a further version of the outline CEMP and CTMP will be submitted as part of the DCO application. Information on the impacts of the scheme's construction on Traffic and Transport can be found in Chapter 20 of the PEIR, while impacts and information on noise, vibration and emissions from construction traffic can be found in chapter's 9 and 15 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Landscape and visual	Feedback on the proposed AWTP site highlighted concerns about its potential landscape and visual impact. Respondents called for enhanced boundary landscaping along Coleshill Road to reduce visual disruption. Respondents enquired about the visibility of the facility from nearby areas, such as The Oaklands area of Curdworth, and whether a retaining wall would be constructed to shield views.	Further road surveys will be carried out to identify any additional mitigations what mitigations and work that may be needed to facilitate the delivery of the scheme. Further work to refine the design of the AWTP has taken place since Phase One Public Consultation, and the likely potential landscape and visual effects have been assessed as part of the PEIR. There is not anticipated to be any significant visual impact on nearby residences as a result of the AWTP. Further information on the landscape and visual assessment is available in Chapter 16 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Public rights of way and footpaths	Comments regarding footpaths noted the presence of an unofficial footpath linking Curdworth and Water Orton, crossing the existing treatment site.	The existing footpath has been noted as part of the design and will be considered as plans develop. The footpath will remain open as far as possible, and diversions provided if necessary. There may be times where there is a need to close the footpath temporarily, but notice will be provided.

Table 9 Feedback received about the proposed pipeline corridor

Theme	Summary of feedback received	How the feedback has been considered
Pipeline route	Feedback on the proposed pipeline corridor was generally supportive of the identified route, although comments were received challenging the need for the route to run close to the village of Hurley. Some concerns were raised around gradient challenges requiring potential pumping. Alternative routing suggestions put forward were considered to minimise disruption and environmental impact, such as aligning with the M42/M6 corridor or joining the canal network at different locations. Concerns were also raised regarding the pipeline route crossing greenbelt land, with respondents emphasising the need to minimise its visual and environmental impact.	The northern pipeline route corridor has been reviewed following feedback at Phase One Public Consultation. Several changes to the corridor are now proposed. This includes a new route south of Hurley, through open farmland to avoid impacting the village. Changes have also been made to account for emerging proposed developments at the western end of the corridor. An updated pipeline route corridor is being published as part of Phase Two Public Consultation. This corridor is typically around 200 metres wide, and the pipeline route will be refined within this taking into account further feedback, discussions with affected landowners and consideration of environmental constraints. The water will be pumped between Minworth and the proposed break-pressure tank (BPT) near Baxterley. It will then use gravity between the BPT and the Atherstone outfall location.
Existing or planned developments	Feedback highlighted the pipeline's intersection with land involved in live planning applications, and the potential impact this may have on current and future developments. Additionally, respondents noted congestion issues at the National Grid Electricity Transmission Hams Hall substation nearby, which is already congested with overhead lines, underground cables, and HS2-related activities.	The scheme is continuing to monitor emerging and committed planning applications in the area and have made several adjustments near Curdworth to our route to account for new developments. Assessments carried out for the PEIR include an assessment of the potential cumulative impacts with other schemes within the surrounding area. The scheme may impact ongoing development activity and take up or impact access to development land during the construction phase, however the aim will be to minimise this through ongoing discussions with affected landowners. Land use impacts

Theme	Summary of feedback received	How the feedback has been considered
		on planned and proposed developments are not currently assessed as likely to be significant as operational activities such as maintenance are likely to be minimal. More information on the assessments of planned infrastructure and cumulative impacts can be found in Chapter 23 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Communities	Feedback on the engagement process for the pipeline scheme highlighted concerns about insufficient consultation and perceived pre-determined decisions. Suggestions for community benefit opportunities were provided, including regenerating historic sites and exploring compensatory measures, such as council tax reductions to address impacts on quality of life and property values. Feedback from a local sailing club asked about potential disruptions to boating activities at Bodymoor Heath Water, within Kingsbury Water Park, caused by the scheme.	Listening to and understanding the views of people living and working alongside the Grand Union Canal Transfer is fundamental to how the scheme will be designed, built, and maintained. Early consultation with communities, businesses, local authorities, and other groups is a central part of that process to better understand the local area and any potential impacts the scheme may have on the community. It is recognised that some respondents wanted more detail at the consultation. The Phase One Public Consultation was carried out at an early stage in the scheme's development, so stakeholder feedback could help inform the emerging design and decision making. Further detail will be provided as the scheme develops, including at Phase Two Public Consultation. This consultation is an opportunity for people to review the scheme's updated proposals and provide further feedback. With regards to opportunity for benefits to communities, the scheme's approach to social value has been shaped through a combination of data-led research and proactive stakeholder engagement. The scheme is working closely with local authorities and communities, to identify opportunities that can be taken forward and where support would be best used and needed most, particularly within the most

Theme	Summary of feedback received	How the feedback has been considered
Environmental impacts	Feedback on the proposed pipeline route raised perceived environmental concerns, particularly regarding its potential impacts on farms, woodlands, and sensitive ecosystems. Stakeholders emphasised the need to protect ancient woodlands, Local Wildlife Sites, and the Whitacre Heath Site of Special Scientific Interest (SSSI), and they advocated for buffer zones in addition to careful planning to avoid habitat disruption in these areas. Specific concerns were also raised around the oaks on Twenty-One Oaks, a road near Atherstone. Concerns about biodiversity loss prompted calls for the implementation of Biodiversity Net Gain measures as part of the scheme. Respondents also suggested the importance of aligning the scheme with broader ecological strategies, such as the Local Nature Recovery Strategies.	How the feedback has been considered deprived areas impacted by the works and ensuring maximisation of the distinct opportunities along the canal towpath. To support this, the scheme will seek to partner with local organisations that are already embedded within these communities. A high-level overview of the Social Value Approach has been published as part of the Phase Two Public Consultation and is available on the scheme website - www.guctransfer.co.uk Assessment work has not identified any impacts on Kingsbury Water Park that would affect boating activities. The route corridor for the pipeline has been developed in consideration of a range of environmental factors. The corridor is currently around 200m wide, and this will be reduced before the submission of the scheme's DCO application. However, flexibility will be maintained to allow for micro-routeing of the pipeline around I constraints. The routing of the pipeline corridor between Minworth and Atherstone has sought to avoid, local wildlife sites, and the Whiteacre Heath SSSI. It is likely that oak trees on Twenty-One Oaks will be retained. Work is underway to identify opportunities to enable the scheme to deliver Biodiversity Net Gain, which is a way of ensuring the overall habitat and biodiversity at the end of a development is better than at the start. Since Phase One Public Consultation, a significant amount of environmental work has been carried out across several areas including ecology, cultural heritage, air quality and traffic and transport. This

Theme	Summary of feedback received	How the feedback has been considered
		includes looking at the potential environmental impacts of the AWTP. The findings of these assessments are detailed in the Preliminary Environmental Information Report (PEIR), which has been made available as part of 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. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Flooding	Respondents expressed concerns regarding flood risks along the pipeline route. Specific locations identified as 'vulnerable' included areas such as Lea Marston, Haunch Lane, Hams Lane, Hipsley Lane, and regions north of Hurley.	The likely potential effects the scheme will have on flood risk in surrounding areas, and the proposed measures to avoid and reduce this where necessary have been assessed as part of the PEIR. These initial assessments show that the scheme will not create any additional flood risk. An initial overview of this flood risk assessment is available in Chapter 22 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Construction and traffic impacts	Comments on pipeline construction included concerns about potential traffic impacts, such as risks with Water Orton's medieval bridge, increased congestion on local roads used as 'rat runs' in Hurley due to construction traffic, and road closures affecting Baxterley. Respondents also emphasised the need to minimise disruption to residential areas by implementing controls for noise, dust, and traffic during construction. Respondents advocated for post-construction restoration and the use of trenchless techniques in sensitive areas such as A5 crossings and public green spaces.	The disruption that construction can cause for local communities, however temporary, is recognised. Plans for construction will seek to avoid and reduce these impacts wherever possible. A 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, a Construction Traffic Management Plan

Theme	Summary of feedback received	How the feedback has been considered
		(CTMP) will ensure that any impacts on local roads are controlled and managed. A draft outline CEMP and CTMP has been published as part of the scheme's Phase Two Public Consultation and a further version of the CEMP and CTMP will be submitted as part of the DCO application. Additionally, to help reduce disruption during construction, where the scheme needs to cross railways and major roads, sensitive landscapes and some waterways, it is planned to use trenchless crossing techniques instead of open cut trenching. These techniques involve tunnelling under a constraint, such as a river or major road or railway, to a depth that prevents impacts to channel integrity, habitats, and infrastructure. Exactly where trenchless crossing techniques are used, and the specific techniques used will be informed by ongoing assessment work, and engagement with relevant stakeholders, such as local planning authorities, asset owners and the statutory environmental bodies. More detail on how the scheme will interact with roads will be made available as plans develop. Information on the impacts of the scheme's construction on Traffic and Transport can be found in Chapter 20 of the PEIR, while impacts and information on noise, vibration and emissions from construction traffic can be found in chapters 9 and 15 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Landscape and visual	Comments highlighted the importance of maintaining the area's character and enhancing habitat conditions. Respondents raised concerns about the landscape and visual impacts of the pipeline route through the Arden National Character Area, emphasising the need to preserve its traditional fields, meadows, hedgerows, and mature trees. Additionally, concerns were raised regarding the visibility of the break tank structure, with suggestions to construct it primarily below ground to minimise its visual impact on surrounding areas.	Further road surveys will be carried out to identify any additional mitigations what mitigations and work that may be needed to facilitate the delivery of the scheme. The likely potential landscape and visual effects have been assessed as part of the PEIR. There is not anticipated to be any significant visual impact as a result of the operation of the buried pipeline, with the only above ground infrastructure between Minworth and Atherstone being the proposed break pressure tank near Baxterley. Further information on the landscape and visual assessment, including relating to the break pressure tank, is available in Chapter 16 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Land use	Feedback highlighted concerns about land use and constraints along the proposed pipeline route. Respondents raised issues regarding potential impacts on future farming activities, alignment with mineral extraction plans, and conflicts with existing infrastructure such as water mains and sludge pipelines.	The route corridor presented at our Phase Two Public Consultation will serve to provide flexibility for final routeing, following feedback at the consultation and further discussions with landowners. Normal farming activities can continue above the installed pipeline. Initial utility searches have taken place and will be ongoing as the route is refined.
Public rights of way and footpaths	Feedback on the proposed pipeline route raised concerns about potential impacts on public rights of way (PRoW). Respondents advocated for routine maintenance and secure access to these pathways throughout the scheme. They also emphasised the importance of involving local	The scheme may result in disruption or reduced access to some local public rights of way (PRoW) and canal towpaths for users through diversions and temporary closures during construction. However, impacts with be reduced as far as possible. Any

Theme**Summary of feedback received**

landowners and managers in planning to ensure proper management of these pathways.

How the feedback has been considered

effects on PRow and canal towpath arising from maintenance activities would be minimal and not likely to be significant.

More information on the assessment of potential impacts on PRow can be found in in Chapters 19 and 20 of the PEIR. Additionally, Appendix 20 of the PEIR lists the potentially affected PRow that have been identified. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Table 10 Feedback received about the outfall location at Atherstone

Theme	Summary of feedback received	How the feedback has been considered
Options for the outfall location	Respondents provided a range of views on the options that were presented for the outfall location at Atherstone. Support for Option 1 (Atherstone Golf Course) focused on the perceived benefits of reduced disruption to residents along Coleshill Road within Atherstone as well as to boaters in the surrounding area. Respondents noted that this option could be logistically simpler for construction. Opposition to Option 1 primarily focused on environmental and community wellbeing. Respondents expressed concerns about potential impacts on the existing woodland and associated wildlife, the importance of the woodland area as a community green space for nearby residents as well as potential impacts on the golf course and its role as a community asset. Option 2 (continuing along Coleshill Road) had support for its potential lesser impact on the environment and the idea that disruption from this option would be temporary. Objections were raised regarding the challenges of routing the pipeline along Coleshill Road and the congestion this could bring. This included concerns over impacts to the local economy due to the need for traffic management and potential impacts on local property values.	It has been confirmed that the scheme will progress with Option 1 for further consultation, and more information on this option has been provided as part of the Phase Two Public Consultation. The decision to take forward Option 1 was influenced by the feedback received from Atherstone residents, as it is recognised that it significantly reduces the potential impact on Atherstone, when compared with Option 2, particularly reducing those impacts on Coleshill Road and nearby residential areas. While it will still be required to close Coleshill Road between Atherstone Golf Course and the junction of Twenty One Oaks Road for a period of months to enable the safe construction of the pipeline, taking forward Option 1 means there will no longer be need to close the section of Coleshill Road through the town, and access for residents won't be impacted. Although impacts from the routing of the pipeline will be minimal once it's in place, people's concerns about any disruption the installation of the pipeline may cause are recognised. The scheme will seek to 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. It is anticipated that the overall character of the area will be preserved, and its natural environment will remain largely unchanged following construction.

Theme	Summary of feedback received	How the feedback has been considered
Alternative outfall locations	Respondents suggested alternative locations for the outfall beyond the two options presented during the consultation. These alternatives were proposed to reduce potential impacts on residents in Atherstone, particularly along Coleshill Road. Suggestions included routes to the North East via Merevale Lane or Folly Lane, as well as a route that would travel south from Coleshill Road earlier, and join the canal at a location between Mancetter and Hartshill.	Opportunities to minimise impacts on local woodland while construction of the pipeline takes place will also be explored. Since the Phase One Public Consultation feedback received has been considered, alongside the carrying out of further engineering work and environmental assessments. Part of this work has been to review the alternative options suggested by respondents to the consultation, including assessing the potential to locate the outfall for the pipeline between Mancetter and Hartshill. The scheme has looked carefully at how it could route a pipeline to this location, and this has presented several challenges. Most fundamentally is the presence of disused or active quarries in the area. These present significant engineering risks, through unknown ground conditions, the potential for unknown backfill material to have been used historically, and stability concerns following installation of a new pipeline. Construction activities would also block access to the active quarry. It has not been possible to identify a suitable pipeline route that avoids these areas as well as other constraints, and it is therefore not considered that an outfall in this location is a feasible option. Other alternatives proposed had already been considered and discounted during the scheme's early feasibility work.
Ruby's Yard	Several responses were received concerning the proximity of Ruby's Yard (a community and recreational hub), to Option 1, and its significance as a community asset. These responses detailed how the venue is used and	Ruby's Yard is recognised as an important community asset. The scheme has refined its Preliminary Order Limits, presented as part of the

Theme	Summary of feedback received	How the feedback has been considered
	emphasised the importance of avoiding any impacts on the location should Option 1 be selected.	Phase Two Public Consultation, to avoid impacts on Ruby's Yard as far as possible. The disruption that construction can cause for local communities is recognised and the scheme will seek to avoid impacts from construction as far as possible.
Communities	Respondents provided comments on the site selection process for identifying Atherstone as the outfall location, raising concerns about the timing of engagement, as the decision had already been made. Feedback also suggested that the consultation was not sufficiently publicised and emphasised the need for improved communication with local communities and businesses, particularly in the CV9 area. Respondents called for collaboration with local councils to align the scheme's objectives with local needs. They also emphasised the importance of transparent communication regarding water quality. Concerns about disruptions to infrastructure and broader impacts prompted calls for compensation measures. Respondents also advocated for incorporating recreational and ecological benefits to support local communities.	While the consultation was open to anyone with an interest in the scheme, due to the size of the scheme and distance covered, a range of consultation zones were used to directly contact those living near to the proposed infrastructure to advertise the consultation via a mailed postcard. The distance of each buffer was selected as a reflection of its surrounding areas and the likely impacts from the development. The zones were rationalised to avoid splitting roads or residential streets. In total over 13,000 postcards were sent to those living near the proposed scheme. The scheme made use of a 100m buffer either side of the pipeline in Atherstone, with an extension to include the entirety of Atherstone to the west of the canal and Westwood Road. To promote the consultation more widely, additional publicity methods were used. This included using existing Trust channels, advertisements in the local media and contacting a range of potentially interested stakeholders (including parish and town councils and elected representatives) who could help distribute information. More information can be found in Chapter 3. Engagement with local parish councils and authorities took place prior to the consultation and continues to take place as the scheme develops. As required by the Planning Act 2008, and to ensure the scheme's approach to consultation benefits from

Theme	Summary of feedback received	How the feedback has been considered
		How the feedback has been considered local insight, a Statement of Community Consultation (SoCC) has been prepared in consultation with the relevant Local Authorities for the scheme. This sets out how the scheme will consult, what it will consult on, and how people can have their say on the proposals at the Phase Two Public Consultation. This document can be viewed at: www.guctransfer.co.uk The scheme is exploring opportunities for communities to benefit from its development. The approach to social value has been shaped through a combination of data-led research and proactive stakeholder engagement. The scheme is working closely with local authorities and communities, to identify opportunities that can be taken forward and where support would be best used and needed most. To support this, the scheme will seek to partner with local organisations that are already embedded within these communities. A high-level overview of the Social Value Approach can be read on the website at: www.guctransfer.co.uk/consultation
Socioeconomic impacts	Respondents stressed the importance of maintaining accessibility during construction, particularly for shift workers. Suggestions also included providing financial offsets such as water bill reductions for affected residents. Concerns were also raised about unclear construction timelines and potential socioeconomic challenges.	By selecting Option 1 (to route the pipeline through the golf course), it has been possible to halve the closure time for Coleshill Road. Road closures on Coleshill Road are likely to be carried out in phases, lasting 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.

Theme	Summary of feedback received	How the feedback has been considered
Health and sanitation	Concerns were raised about borehole water supplies for canal-side properties, with calls for detailed modelling and mitigation. Safety issues at Atherstone Top Lock and the canal towpath emphasised the need for accident prevention measures.	Any road closures, and associated diversion routes, will be communicated in advance of taking place. The scheme should not have an impact on existing boreholes Any accident prevention measures required as a result of the proposals will be considered in line with the Trust's existing guidance.
Environmental impacts	Environmental feedback emphasised the importance of protecting biodiversity in Local Wildlife Sites, including habitats for species such as otters and water voles. Respondents also highlighted the need to safeguard ancient woodlands along Coleshill Road as well as considering the environmental sensitivity within existing woodland areas. Specific concerns were raised about the environmental footprint of the construction corridor, particularly near the Merevale Estate.	Following the decision to progress with Option 1, more work has been carried out 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. The proposed route also avoids directly routing through any areas of ancient woodland. Since Phase One Public Consultation, a significant amount of environmental work has been carried out across several areas including ecology, cultural heritage, air quality and traffic and transport. This includes looking at the potential environmental impacts of the AWTP. The findings of these assessments are detailed in the Preliminary Environmental Information Report (PEIR), which has been made available as part of 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. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Cultural heritage	Comments on proposals close to Atherstone emphasised the need to protect cultural heritage and archaeological sites near Mancetter. Respondents highlighted the presence of internationally significant Pre-Cambrian fossils in the area and urged the implementation of measures to ensure these valuable assets are protected by the scheme.	The scheme recognises the importance of developing plans in areas of cultural heritage and this is being taken into account as designs are refined. The scheme will ensure its designs are in accordance with its Design Principles (which includes specific information on canalside design principles). The scheme's Design Principles can be viewed on the website at: www.guctransfer.co.uk/consultation Assessments have been undertaken to identify impacts on cultural heritage along the scheme route. More information on these assessments and the approach to managing any identified impacts can be found in Chapter 11 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Noise	Feedback highlighted concerns about operational noise impacts, particularly on residences on the opposite side of the canal to the outfall location.	The pipe will enter the outfall location underground, and water will move from the pipe to a tank and then out into the canal via a long weir structure, designed to ensure that the flow of water is controlled within agreed parameters. This will involve gradual increases and decreases to the flow where needed. As a result, there won't be any sudden increases in flows or subsequent noise disturbance.
Canal/waterways	Comments were received raising concerns around impacts for those living on or near the canal, as well as boaters, as a result of the transfer and particularly from water leaving the outfall infrastructure. Some respondents suggested using the scheme's revenue to enhance canal infrastructure, restore key sites, and improve access.	Water will enter into the canal via a long weir structure, designed to ensure that the flow of water is controlled within agreed parameters. This will involve gradual increases and decreases to the flow where needed. As a result, there won't be any sudden increases in flows or subsequent disturbance. Although additional water will be transferred into the canal, it is not expected that the flow of water

Theme	Summary of feedback received	How the feedback has been considered
Flooding	Concerns were raised about the impact the Atherstone outfall location may have on flooding, with particular reference to existing flooding issues within the town and the risk of canal overflow. One respondent proposed the implementation of telemetry systems to enable early flood detection and response.	How the feedback has been considered running through them will increase substantially. Following the Trust's guidance, it will be ensured that water flow speeds remain below a maximum of 0.3 metres per second (or 0.6 miles per hour). The flow range will mostly be below the maximum rate along the majority of the canal. 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. 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. By improving the canal network and enhancing the ageing infrastructure where necessary, the scheme will help secure its long-term sustainable future and keep the canals safe and open for navigation. The likely potential effects the scheme will have on flood risk in surrounding areas, and the proposed measures to avoid and reduce this where necessary have been assessed as part of the PEIR. These initial assessments show that the scheme will not create any additional flood risk. An initial overview of this flood risk assessment is available in Chapter 22 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Construction and traffic impacts	Respondents called for transparent construction scheduling and clear communication with the community, especially regarding extended closures	By selecting Option 1 (to route the pipeline through the golf course), it has been possible to halve the

Theme	Summary of feedback received	How the feedback has been considered
	such as those on Coleshill Road. Further suggestions included adopting a phased construction approach to minimise disruption. Additionally, enquiries were made about the proposed working hours during the construction phase.	closure time for Coleshill Road. Road closures on Coleshill Road are likely to be carried out in phases, lasting 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. A construction programme will be developed ahead of any construction taking place, and, local residents, canal users, businesses and those living on or adjacent to the canal will be informed 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. Further road surveys will be carried out to identify any additional mitigations what mitigations and work that may be needed to facilitate the delivery of the scheme. The disruption that construction can cause for local communities, however temporary, is recognised. Plans for construction will seek to avoid and reduce these impacts wherever possible. A 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, a Construction Traffic Management Plan (CTMP) will ensure that any impacts on local roads are controlled and managed. A draft outline CEMP and CTMP has been published as part of the scheme's Phase Two Public Consultation and a further version of the CEMP and

Theme

Summary of feedback received

How the feedback has been considered

CTMP will be submitted as part of the DCO application.

Information on the impacts of the scheme's construction on Traffic and Transport can be found in Chapter 20 of the PEIR, while impacts and information on noise, vibration and emissions from construction traffic can be found in chapters 9 and 15 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Canal section

4.3.6 Table 11 summarises the feedback received relating to the canal section of the scheme.

Table 11 Feedback received relating to the canal section

Theme	Summary of feedback received	How the feedback has been considered
Communities	Feedback emphasised the importance of ongoing community engagement as the scheme progresses, with a strong focus on addressing local concerns and consideration of individual interventions. Respondents highlighted the necessity of inclusive consultation with engineers, stakeholders, and canal users and customers. A recurring view was that the needs of nearby residents had not been sufficiently addressed. Concern was raised about how the scheme would address the impacts on those living along the canal particularly the rights and welfare of Bargee Travellers. Specific issues included the potential loss of mooring locations. Suggestions were made to enhance mooring stability by introducing improved steel fixtures. Additionally, questions were raised about whether continuous cruisers should receive compensation to offset additional efforts required for securing their vessels. Respondents suggested that the scheme should deliver tangible benefits to affected communities by upgrading canal towpaths to "all-weather" surfaces and ensuring year-round maintenance of towpaths and footpaths adjacent to the scheme. Respondents highlighted the importance of fostering public understanding of the scheme, ideas included the potential for installing information boards to educate and inspire interest in engineering along the canal.	The importance of the canal and canalside to those who use them is recognised, and further assessments and investigations have been carried out to help ensure the infrastructure along the canal is designed to reduce impacts on those who live and work along the route, or use the canal for business, work, travel, recreation and leisure. The individual setting of the areas where new infrastructure has been proposed, and the designs are being developed in accordance with the scheme's Design Principles (which includes specific information on canalside design principles), that consider the canal's industrial heritage, natural landscape, and sites of historic interest. The scheme is also continuing to engage with the Canal User Working Group, which is a group made up of canal businesses, canal customers, water users, towpath users and wider canal interest groups to allow us understand and consider the key areas of concern as we refine our proposals, and identify key communication channels and opportunities for enhancement. In some cases mooring spaces along the canal may need to be temporarily or permanently closed due to the scheme's construction and operation, however the scheme will create new mooring spaces nearby in these locations, to ensure there's no overall reduction in the total number of mooring spaces along the canal.

Theme	Summary of feedback received	How the feedback has been considered
Socioeconomic impacts	Respondents called for the scheme to minimise impacts on local businesses, especially if boat moorings are restricted, and suggested avoiding peak-season construction through coordination with hire boat companies and the Trust. Impacts on areas with high visitor footfall, such as Stoke Bruerne, Hawkesbury Lock and Cosgrove Aqueduct, and the leisure and hospitality businesses in these areas were also noted. A number of specific businesses were highlighted. Respondents proposed several opportunities for the scheme to provide support to local businesses. Key suggestions included the development of new marinas for water storage and improving drought resilience, incorporating electric boat facilities, and exploring energy storage solutions to support the National Grid.	The scheme will involve some areas of bank raising. Where this is required, improvements for canal users will be made where possible, including where feasible, improving local towpath surfaces and access points. More information on how the scheme will manage impacts along the canal can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk Construction will not be required along the whole stretch of the canal, but in those areas where it will be required construction plans will be developed ahead of work starting to manage any impacts from our work and minimise disruption to communities and canal users. 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. It may be possible to carry out some work along the canal and transport some materials and equipment, from work boats on the canal side of the bank.. The scheme is continuing to engage with local businesses along the canal, including as part of the Phase Two Public Consultation, to ensure impacts are minimised as much as possible, and possible opportunities along the canal for improvements are understood.
Costs	Feedback questioned the financial viability of using canal infrastructure, citing rising costs. Some respondents suggested that water companies should increase proposed	The funding arrangements for the scheme are still being explored, however, the scheme is expected to be a significant revenue stream for the Trust that will enable

Theme	Summary of feedback received	How the feedback has been considered
	higher contributions to the Trust to support infrastructure maintenance. Concerns about Braunston and Blisworth tunnels not being mentioned in the consultation meant that some respondents assumed bypassing them would be prohibitively expensive. There were also questions as to whether the scheme would lead to a reduction in boating licence fees.	improvements to the existing canal network and help secure its benefits, now and in the future. However, boating licence fees are separate from this scheme, and decided separately by the Trust. Further information on the interventions required at the Braunston tunnel is available as part of the Phase Two Public Consultation, and it is currently anticipated that a pumped bypass will need to be located at Braunston Junction to bypass the four locks ahead of the Braunston tunnel, pumping water back into the canal south of the tunnel. The modelling work undertaken to assess the potential impacts of the scheme suggests that no interventions are required at Blisworth tunnel. More information on the proposals in the canal section can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk
Impacts on other waterways	Concerns were raised about maintaining adequate water for the transfer while keeping the Coventry and Ashby Canal navigable. Queries were also received on other connected waterways, such as the River Ouzel. Suggestions included more frequent water refreshment and a strong financial commitment from the Trust for long-term maintenance of the canal.	There are no anticipated adverse effects on the Coventry and Ashby Canal, or the River Ouzel. More generally, the scheme is expected to be a significant revenue stream for the Trust that will enable improvements to the existing canal network and help secure its benefits, now and in the future.
Maintaining navigation	Responses emphasised that maintaining navigation should remain the canal's primary purpose. Concerns were raised about whether, during water shortages, sufficient water would be allocated to sustain navigation or if domestic water needs would take priority.	The slight increase in water flow as a result of the scheme will increase the supply of water to the canals, which will help increase the resilience of the canal network by delivering a year-round supply of water to the canals, even during times of drought when the usual supply of water for navigation can run low. This should allow the canals to remain open for navigation when previously they may have had to close.

Theme	Summary of feedback received	How the feedback has been considered
Managing water flows	Additionally, respondents highlighted the risk of boats grounding and potentially sinking if pumping station failures disrupted canal water levels, and flow was later restored. Comments were received about how increased water flows would be managed and the impact these could have on canal users. Respondents emphasised the importance of specifying flow rates to assess impacts on navigability and bank stability, particularly in areas like Stoke Bruerne, Weedon, and Leighton Buzzard. Concerns were raised that the scheme's presentation of an increase of 0.3m/s was unclear and potentially misleading, calling for better communication with boat users. Questions were raised about whether increased flows might challenge occasional recreational or less experienced boaters and if additional guidance would be provided. Concerns also focused on water flow management in sensitive areas such as tunnels, bridges and marina entrances. Clarity was sought on the 0.3m/s flow increase, risks of silt buildup, structural pressures on locks, and whether navigation responsibilities might be outsourced to a third-party operator.	The scheme has carried out a range of technical assessments and trials to understand the likely flows across the canal and is now looking at designing mitigations to ensure this flow rate is not exceeded, to ensure ease of navigation along the canal. The scheme has determined that the impact of the scheme upon water flows will be minor and should not significantly impact the overall boating experience. The scheme will 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. These flow limits will not be exceeded, 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. In summer 2025, representatives from the scheme visited the Llangollen Canal in North Wales to undertake a trial exploring how transferring water flow impacts navigation along the canal, and more can be read about this on the website at www.guctransfer.co.uk/resources
Water transfer amount	Some respondents felt that the messaging around the amount of water to be transferred was unclear —specifically, that the scheme would not pump 115,000,000 million litres daily.	The scheme has been designed to allow for a maximum flow of 115 million litres per day to be transferred, however, for the majority of days in the year, the amount of water transferred per day will be less than this. During the winter months, the average flow is expected to be around 23 million litres per day, while during summer, or drier periods, it may be needed to transfer water flows in the region of 50 to 80 million litres per day to

Theme	Summary of feedback received	How the feedback has been considered
Environmental impacts	Respondents raised concerns about the scheme's potential impact on the canal environment, particularly its effects on wildlife. Specific references were made to water voles (particularly near Hawkesbury) with suggestions for wildlife diversions during construction and mitigation measures to address impacts from bank raising and changes in water flow, in addition to measures to protect ecology during both construction and operation. Further concerns were raised about the potential of any changes in water quality to harm wildlife and reduce fish stocks (including some comments on the potential impact on fishing clubs). Respondents suggested planting marinas with water-filtering reed beds to support biodiversity. Concerns were also raised about increased water flow and its potential to harm existing species reliant on slow-moving water and increasing the spread of invasive species such as pennywort.	accommodate for the greater demand in water. Flows above 80 million litres per day will only be required during prolonged drought conditions (which are only expected very occasionally, even when climate change is considered) or during exceptional operational events. Since Phase One Public Consultation, a significant amount of environmental work has been carried out across several areas including ecology, cultural heritage, air quality and traffic and transport. The findings of these assessments are detailed in the Preliminary Environmental Information Report (PEIR), which has been made available as part of 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. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk As part of the water vole mitigation strategy, the scheme wide habitat enhancements for water vole will aim to improve the overall habitat suitability of the canal for water vole. Enhancements are likely to include planting to increase vegetation cover, but may also include the installation of soft engineered banks which will provide additional burrowing habitat. Where possible, planting will be carried out before work begins to maximise establishment time. Regarding water quality, the 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.

Theme	Summary of feedback received	How the feedback has been considered
Noise	Feedback highlighted concerns about noise impacts from new infrastructure and construction activities. Respondents suggested implementing noise mitigation measures to minimise disruption.	Opportunities to protect and improve biodiversity as part of the scheme are also being explored, such as protecting and restoring existing ecological features and improving the quality of habitats. The potential noise impacts of the scheme have been assessed as part of the PEIR, and an initial overview of these assessments is available in Chapter 19. Noise mitigation during construction will be explored as part of ongoing construction planning. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Flooding	Some respondents raised concerns about flooding risks associated with increased water flows, requesting more information on how water levels will be managed during heavy rainfall. Specific locations mentioned, included villages located along the canal, nearby properties, gardens, and moorings affected by existing flooding. It was highlighted that original wash walling or piling protection may need costly reinforcement to prevent erosion and maintain moorings. Respondents also highlighted risks of flooding and erosion in unprotected canal sections bordering fields, potentially requiring bank raising or protection for adjoining landowners.	The scheme has carried out modelling along the canal to understand where the additional water being transferred may cause challenges with existing water levels in the canal, which will be managed through new equipment to bypass stretches of the canal or by carrying out some bank raising. As a result of this, the initial assessments show that the scheme will not create any additional flood risk. Additionally, 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.

Theme	Summary of feedback received	How the feedback has been considered
Water quality	Respondents expressed concerns about maintaining canal water quality and emphasised the importance of ensuring it isn't degraded by the scheme. There were a number of concerns about the standard of the water entering the canal because of the scheme and how water quality would be monitored. Feedback was also provided on perceived poor water quality existing between Bletchley and Slapton, that could require significant infrastructure upgrades to enable water movement.	An initial overview of this flood risk assessment is available in Chapter 22 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk 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. 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.
Scheme's benefits to the canal	Comments were received in support of the scheme which highlighted the benefits it could bring for maintaining waterways, improving navigation in water-scarce areas, and generating revenue for the Trust.	Support noted and welcomed.
Cultural heritage	Respondents expressed concerns that increased water levels from the scheme could negatively affect listed and heritage structures, potentially damaging historic engineering features along the canal. Respondents emphasised the historical significance of the Grand Union Canal, advocating for the shortest possible water transfer route to limit disruptions.	The scheme is working closely with key stakeholders such as Historic England to ensure that the proposals take account of the canal's historic features and setting, and consider all of the feedback received at the Phase One Public Consultation highlighting areas of historic interest and heritage along the canal, and take this into account as proposals are refined.

Theme	Summary of feedback received	How the feedback has been considered
		The potential impacts of the scheme on cultural heritage assets are also being assessed as part of the Environmental Impact Assessment for the scheme. An initial overview of these assessments are available in Chapter 11 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Construction	Respondents requested that consultation take place with planning authorities around the planning and communications of construction work. Clarity was sought on towpath construction and how impacts from this would be managed, as well as concerns raised about traffic impacts related to carrying out construction near the canal, particularly machinery transported on narrow, unmaintained roads. Suggestions included minimising disruption to businesses, adopting weekend work schedules, and offering discounts for boaters in construction zones. Concerns were raised about weir construction affecting narrowboat traffic, with calls for regular updates and advance notice of works. Maintaining public access for walkers during pumping station construction was emphasised, with suggestions to use canals and water freight to reduce noise, dust, and emissions. Respondents emphasised the canal's popularity with tourists and walkers during spring and summer, stressing the need to maintain towpaths and minimise navigation restrictions during the cruising season (Easter to October). Consideration of impacts on temporary moorings was also urged. One respondent questioned the feasibility of using the canal to transport construction materials due to its shallow depth.	A construction programme will be developed ahead of any construction taking place, and local residents, canal users, businesses and those living on or adjacent to the canal will be informed 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. Construction will not be required along the whole stretch of the canal, but in those areas where it will be required construction plans will be developed ahead of work starting to manage any impacts from our work and minimise disruption to communities and canal users. 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. It may be possible to carry out some work along the canal and transport some materials and equipment, from work boats on the canal side of the bank.. More information on how construction will be managed along the canal can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Public Rights of Way and towpaths	Respondents highlighted the importance of towpaths for walkers urging consideration both during construction and in the siting and design of new infrastructure. It was suggested that pipeline installation could be an opportunity to upgrade towpaths to better serve cyclists, with specific mention of the route from Braunston Bottom Lock, through the tunnel area, and along the existing cycleway to Daventry.	During construction, towpaths and Public Rights of Way will be kept open during the works, wherever possible, with temporary floating railed walkways installed in the canal where appropriate, to maintain access. This is a common method used by the Trust to avoid towpath closures. Where work is undertaken along the towpath, such as bank raising, it will be ensured 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. Improvements will be considered, such as improving local towpath surfaces and access points.
Design and siting of new infrastructure	Respondents generally requested more detail on the location of new infrastructure and the impacts it might bring in different areas. Respondents expressed concerns about the potential for the new canal infrastructure to impact on heritage buildings and the character of the Grand Union Canal conservation area. They emphasised the need for new infrastructure to complement the established conservation ethos, with the Inland Waterway Association advocating for assessments aligned with Conservation Area Action Plans. Respondents highlighted the importance of designing canal infrastructure to blend with existing architecture and the rural environment, advocating for unobtrusive designs with minimal footprints. Suggestions included reusing old equipment to reduce costs and supporting the principles outlined in the Phase One Public Consultation Brochure for infrastructure siting and design.	Updated proposals for all infrastructure planned as part of the scheme can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk The scheme is taking into account the focus of the feedback on areas of historic interest and heritage along the canal as the design is refined. It will be ensured that the designs are in accordance with the scheme's Design Principles (including specific reference to the canalside design principles). The design principles for the scheme, and particularly for the canal corridor, consider design cues such as the canal's industrial heritage, the surrounding natural landscape, and the cultural stories of the communities along its route. These principles serve as a flexible checklist to guide the design of canalside buildings and structures, ensuring new interventions feel authentic and connected to their setting.

Theme	Summary of feedback received	How the feedback has been considered
Design and siting – Stoke Bruerne	Specific feedback focused on managing impacts in the Stoke Bruerne area, particularly around Top Lock 14 and the existing dry lock, with calls for clarification on the gravity bypass routing and its potential effects on the local village.	The scheme is also working closely with Historic England along with experts within the Trust to ensure the proposals take account of the canal's historic features and setting. In response to the feedback received in the Phase One Public Consultation, the scheme is proposing to use the dry lock at Stoke Bruerne to bypass Locks 14 to 15. This will be done through re-watering the Grade II listed dry lock (Lock 14) and then removing water via a pipeline or open channel under the towpath with water re-entering the canal downstream of Lock 15. Any work on or near to the dry lock will be carefully managed and the heritage assets in the area protected. More information about the updated proposals at Stoke Bruerne can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk
Design and siting – Braunston	Respondents raised concerns about the Braunston pumping station and towpath work, requesting the use of existing materials for the towpath and alignment with Conservation Area Action Plans and the Braunston Neighbourhood Plan. Braunston Parish Council stressed the need to protect heritage assets and minimise negative impacts on canal users. One respondent suggested that moving water along this indirect route would require overhead power lines for pumping stations, especially for Braunston. Concerns were raised about the proposed pumping station contributing to light pollution in Braunston village, which already faces issues from nearby warehouses.	The scheme is taking into account the focus of the feedback on areas of historic interest and heritage along the canal as the design is refined. It will be ensured that the designs are in accordance with the scheme's Design Principles (including specific reference to the canalside design principle). It will be ensured 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. Improvements will be considered, such as improving local towpath surfaces and access points.

Theme	Summary of feedback received	How the feedback has been considered
	Concerns were also raised about the scheme's impact on Braunston's 1930s concrete canal walls.	Further consideration to potential local impacts will be undertaken as the designs for new infrastructure are refined following Phase Two Public Consultation. The scheme will not require any overhead power lines. More information about the updated proposals at Braunston can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk
Design and siting – Cosgrove Lock	Respondents asked for sensitive design at Cosgrove Lock to preserve the existing setting, noting that the gravity bypass near the lock is adjacent to residences and requires careful access consideration for residents and Cosgrove Marina users. Respondents emphasised protecting Cosgrove Lock's adjacent Scheduled Monument, minimising changes to historical infrastructure, and using buried pipelines to preserve bridge heritage.	This gravity bypass will be approximately 32 metres long, transporting water from the old Buckingham branch 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 so an appropriately designed and navigation compliant bridge crossing will be provided by the scheme to allow maintenance access to the gravity bypass. The proposed works are in close proximity to the 'Roman villa SE of Cosgrove Hall' Scheduled Monument. The Scheduled Monument is outside the Preliminary Order Limits presented at Phase Two Public Consultation, but care will be taken to ensure that this nationally important heritage asset is not adversely affected by the proposed works. The scheme is engaging with Historic England about all matters relating to Scheduled Monuments. More information about the updated proposals at Cosgrove Lock can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk
Design and siting – Hawkesbury Junction	Respondents requested more details on proposals for Hawkesbury Junction, particularly regarding how disruption	The disruption that construction can cause for local communities, however temporary, is recognised. Plans for

Theme	Summary of feedback received	How the feedback has been considered
	for residents and canal users would be minimised amid ongoing construction. One respondent suggested that bypass channels should remain open cascades instead of enclosed pipes citing benefits for wildlife and improved aesthetics.	construction in specific locations have not yet been developed but will seek to avoid and reduce these impacts wherever possible. More information about the updated proposals at Hawkesbury Junction can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk
Daventry and Drayton Reservoirs	Respondents highlighted the potential impact on reservoir water levels and the fishing activities in the reservoirs, questioning how frequently levels might drop and what effect this could have on the welfare of fish stocks and anglers. A respondent noted that increased water movement through the reservoirs could improve overall water quality, although further details on this benefit were requested.	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. Under the current plans for the scheme, the reservoirs' current role as navigation supply reservoirs will be enhanced 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 will be more water movement through them. The changes to how the reservoirs are used are not expected to have any impact on fish stocks or fishing activities. More information about the updated proposals at Daventry and Drayton Reservoirs can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk

Southern section

- 4.3.7 Tables 12 and 13 summarise feedback received about the southern section of the scheme. Table 12 focusses on the sites identified as having potential for the water treatment works (WTW) and storage, and Table 13 focuses on the pipeline corridor between the water treatment works and storage sites and the existing covered reservoir near Luton.

Table 12 Feedback received about the sites identified for water treatment and storage

Theme	Summary of feedback received	How the feedback has been considered
Site B (near Great Brickhill) – general consideration of siting	Respondents expressed a preference for Site B, noting it would reduce the amount of construction required along the canal by minimising the need for pumping stations and gravity bypasses. Other reasons included its greater distance from residential areas when compared to Site H, the site is not within the Green Belt, its potential to offer a community leisure asset to surrounding communities, and that it would not require the closure of any public rights of way. Some respondents opposed Site B because they felt the water treatment works would negatively impact the landscape and character of the surrounding open agricultural landscape, which is part of the Great Brickhill Area of Attractive Landscape and the Greensand Ridge Nature Improvement Area. It was also highlighted that the site is a known mineral safeguarding area. Some respondents also opposed Site B as it would require a longer pipeline to connect to the reservoir near Luton. There was also criticism of the process through which Site B was evaluated. Some respondents doubted the thoroughness of the desk-based evaluation and perceived a lack of consideration of alternative sites near Leighton Buzzard and the Grand Union Canal ahead of RAPID Gate 3 in December 2024.	The scheme has 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. The scheme has carried out further assessments and surveys to help decide which site is most appropriate for the water treatment works and storage and considered again the alternative sites that were proposed at the beginning of the Phase One Public Consultation. As a result of the above considerations, Site B, near Great Brickhill, southeast of Milton Keynes, was selected to take forward for further consultation in the Phase Two Public Consultation. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme’s website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Site B – environmental considerations	Respondents highlighted existing environmental constraints on the site such as mature trees and mixed native hedgerows and emphasised the site's environmental value. Plans for part of the site to be used as a nature reserve were shared, alongside proposals to use the site's two streams to create additional wetland habitats. Respondents also highlighted opportunities to enhance biodiversity at Site B and sought clarity on how Biodiversity Net Gain (BNG) would be managed.	Since Phase One Public Consultation, a significant amount of environmental work has been carried out across several areas including ecology, cultural heritage, air quality and traffic and transport. This includes looking at the potential environmental impacts of the AWTP. The findings of these assessments are detailed in the Preliminary Environmental Information Report (PEIR), which has been made available as part of 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. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk Work is underway to identify opportunities to enable the scheme to deliver Biodiversity Net Gain or BNG, which is a way of ensuring the overall habitat and biodiversity at the end of a development is better than at the start.
Site B – costs	Some respondents suggested that Site B would bring additional cost due to the need for a longer pipeline required to connect to the reservoir near Luton. Another respondent raised concerns about the cost of re-locating a high-pressure gas pipeline currently running through the site.	Owing to the additional work on the canal required for Site H, cost was not a significant differentiator between Site B and the other 'sites with greater potential' identified at Phase One Public Consultation. The scheme is aware of the high-pressure gas pipeline in the vicinity of Site B and has avoided this as part of design work for the site.

Theme	Summary of feedback received	How the feedback has been considered
Site B – construction and traffic impacts	Concerns were raised about Mill Lane’s suitability for HGV access to Site B, noting that it is a single-track road in places, passes residential properties, and has a 60mph speed limit.	The current proposal for the main access to the 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. It is therefore not anticipated that construction traffic and HGVs will use Mill Lane to access the site.
Site B – land use	Respondents noted that a high-pressure gas main currently crosses Site B. It was also highlighted that the northern part of the proposed site has been promoted for a potential future residential development, and some argued that allocating Site B for the water treatment works and storage poses a risk to meeting housing needs outlined in the Buckinghamshire Local Plan, potentially affecting the delivery of both local and national housing developments.	Both of these factors have been accounted for and considered as part of the design work to refine our proposals at Site B ahead of Phase Two Public consultation.
Site B – communities	Great Brickhill Parish Council noted that some members of the Great Brickhill community felt they had not been adequately informed about the consultation event in the village. Another respondent felt that the consultation brochure did not provide adequate illustrations or plans, making it challenging to visualise and assess the environmental and local impacts.	While the consultation was open to anyone with an interest in the scheme, due to the size of the scheme and distance covered, a range of consultation zones were used to directly contact those living near to the proposed infrastructure to advertise the consultation via a mailed postcard. The distance of each buffer was selected as a reflection of its surrounding areas and the likely impacts from the development. The zones were rationalised to avoid splitting roads or residential streets. In total over 13,000 postcards were sent to those living near the proposed scheme. In relation to site B, this included a 1 kilometre buffer around the site, with extensions to bring in the areas of Great Brickhill and Little Brickhill closest to Site B. In total, 2,413 postcards were sent to the zone around Site B. It is recognised that some respondents wanted more detail at the consultation. The Phase One Public

Theme	Summary of feedback received	How the feedback has been considered
		Consultation was carried out at an early stage in the scheme's development, so stakeholder feedback could help inform the emerging design and decision making. Further detail will be provided as the scheme develops, including at Phase Two Public Consultation. This consultation is an opportunity for people to review the scheme's updated proposals and provide further feedback. The additional information provided includes visualisations of proposed infrastructure, to help people understand what the scheme may need to build.
Site B – cultural heritage	An historic roadway running through Site B was highlighted, which was noted to have been used in the 18th century to transport coprolite mined in Great Brickhill to the Grand Union Canal.	Feedback on areas of historic interest and heritage along the scheme is being taken into account as designs are refined. The scheme will ensure its designs are in accordance with its Design Principles which can be viewed on the website at: www.guctransfer.co.uk More information on the assessments and approach to cultural heritage found in Chapter 11 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Site B – flooding	A respondent highlighted that part of Site B is subject to regular flooding as it is adjacent to the River Ouzel. They asked what mitigation measures would be implemented to ensure that any engineering structures on the site do not exacerbate the flooding in this area nor transfer the excess water that would currently be allowed to flood these fields onto land downstream, and in particular the adjacent Waterhall Park.	As part of the EIA, a flood risk assessment is being carried out which assesses any likely potential significant impacts the scheme will have on flood risk in surrounding areas, and the measures that can be taken to avoid and reduce this where necessary. An initial overview of this flood risk assessment is available in Chapter 22 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Site H – general consideration of siting	Some respondents supported Site H for its proximity to a village and the leisure and recreation opportunities it would offer, and suggested it had better road access and car parking than Site B. It was also noted that the site is outside the green belt and consists mainly of agricultural land. A number of responses were received opposing use of the site. This was due to its closeness to Slapton, and the perceived disruption to homes this would bring as well as potential impacts on a nearby children's play area. Those opposed to the site also pointed to the visual impacts of the WTW at Site H, and the noise impacts from both construction and operation of the WTW, which would impact upon Slapton. It was also suggested the site would bring additional wildlife impacts and that local roads are unsuitable for heavy construction traffic which would be damaged by their use. Some responses questioned how the site selection would align with planning policies like Slapton Neighbourhood Development Plan and the Vale of Aylesbury Local Plan.	The initial assessments show that the scheme will not create any additional flood risk. The scheme has 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. The scheme has carried out further assessments and surveys to help decide which site is most appropriate for the water treatment works and storage and considered again the alternative sites that were proposed at the beginning of the Phase One Public Consultation. As a result of the above considerations, Site B, near Great Brickhill, southeast of Milton Keynes, was selected to take forward for further consultation in the Phase Two Public Consultation. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk
Site H - communities	Numerous respondents felt that Site H would bring few benefits to Slapton, as it would not create jobs in the area or provide community amenities. Some suggested that Slapton should benefit through local environmental and wildlife improvements implemented as part of the scheme. Respondents noted that Site H could limit residents' access to the canal for recreation, while one opposed opening the site to the public, fearing it would attract fly-tipping. Concerns were raised that Slapton residents and the parish council were not informed or engaged regarding Site H's selection before the consultation.	While the consultation was open to anyone with an interest in the scheme, due to the size of the scheme and distance covered, a range of consultation zones were used to directly contact those living near to the proposed infrastructure to advertise the consultation via a mailed postcard. The distance of each buffer was selected as a reflection of its surrounding areas and the likely impacts from the development. The zones were rationalised to avoid splitting roads or residential

Theme	Summary of feedback received	How the feedback has been considered
	Slapton Parish Council's opposition to the scheme was noted, with some respondents expressing agreement. Additionally, it was highlighted that Luton Fishing Club uses the canal near Site H.	streets. In total over 13,000 postcards were sent to those living near the proposed scheme. In relation to site B, this included a 1-kilometre buffer around the site, which encompassed the whole of the village of Slapton and 272 postcards were sent to the zone around Site H. Feedback about the potential community impacts of Site H were considered as part of the scheme's site selection decision making process. The scheme has decided not to progress with Site H for the water treatment works and water storage.
Site H - socioeconomics	Comments raised concerns about the negative impact Site H could have on property values. Some objected to the site as it would not contribute to the local water supply in Slapton and may have detrimental effects on nearby businesses including a local equestrian centre and a camping site, which rely on the village's rural character.	Feedback on the potential impacts of Site H upon Slapton's community, and residents' concerns regarding impacts to their property values were considered as part of the scheme's site selection decision making process. The scheme has decided not to progress with Site H for the water treatment works and water storage. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk
Site H – environmental considerations	Perceived impacts on wildlife at the site were raised and in the local area, with a number of specific species mentioned, including bird species regularly sited in Slapton. It was suggested that the water storage should provide some benefits, including recreation, walkways and planting to encourage wildlife. There should also be the incorporation of water-cleansing reeds and safe areas for birds.	Feedback on the potential impacts of Site H on Slapton's environment was considered as part of the scheme's site selection decision making process. The scheme has therefore decided not to progress with Site H for the water treatment works and water storage. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Site H – costs	The high costs associated with strengthening the canal bridge near Slapton, and the relocation of the high-pressure gas pipeline to facilitate Site H were noted.	The scheme is not progressing with Site H for the water treatment works and water storage and therefore any works to the canal bridge near Slapton will not be required. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk
Site H – cultural heritage	Slapton's historical significance was emphasised, including ancient Saxon roads within and around the village. Some expressed concerns that Site H would compromise the village's history, character, and potential archaeological remains.	Feedback on the potential impacts of Site H regarding cultural heritage were considered as part of the scheme's site selection decision making process. The scheme has decided not to progress with Site H for the water treatment works and water storage. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk
Site H – construction and traffic impacts	Respondents raised several concerns regarding the construction at Site H. Concern was voiced about the volume of earth that would need to be removed or transported to construct the reservoir, while a respondent suggested that the high-water table at Site H would require additional drainage. Some respondents also raised concerns that the construction and operation of Site H would lead to air pollution and odours in the surrounding areas.	Feedback on the potential impacts during construction, included on local roads, for Site H regarding cultural heritage were considered as part of the scheme's site selection decision making process. The scheme has decided not to progress with Site H for the water treatment works and water storage. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
Site H – Flooding	Multiple respondents raised concerns about flood risks associated with Site H and that the scheme may exacerbate existing flood risks in Slapton and surrounding areas.	Feedback on the perceived flood risk associated with Site H regarding cultural heritage were considered as part of the scheme's site selection decision making process. The scheme has decided not to progress with Site H for the water treatment works and water storage. More can be read about the preparatory work undertaken to help select this site in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk
Site F – Public Rights of Way and footpaths	Respondents raised concerns that two PRow's run through Site H which provide villagers access to the canal, and that these paths might be closed during construction or permanently. Disruption to the canal path was also highlighted as a broader concern.	The scheme has chosen not to progress with Site H for the water treatment works and water storage, which means that the PRow and the canal path near Slapton will not to be affected by the scheme.
Site P – general consideration of siting	Respondents raised concerns about Site P in Leighton Buzzard due to its Green Belt designation and potential conflicts with SANG and outdoor leisure policies. They emphasised the need for strong justification and compensatory measures, such as creating additional green spaces, if Green Belt land is used. Supporters of the combined option of Sites H and P highlighted benefits of these sites by reducing the potential visual impact on Site H by not locating the WTW there, community benefit and recreational value from a reservoir near Slapton reservoir, and provide walking amenity for recreational value, and Site P's location near existing development.	The scheme has 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. The scheme has carried out further assessments and surveys to help decide which site is most appropriate for the water treatment works and storage and considered again the alternative sites that were proposed at the beginning of the Phase One Public Consultation. As a result of the above considerations, Site B, near Great Brickhill, southeast of Milton Keynes, was selected to take forward for further consultation in the Phase Two Public Consultation. More can be read about the preparatory work undertaken to help select this site in the Scheme

Theme	Summary of feedback received	How the feedback has been considered
Other sites	Comments on alternative sites were provided by respondents as well as comments received on the sites not progressed during the site selection process. Some respondents suggested alternative sites near Milton Keynes. Some respondents queried why the scheme had not progressed with Site F, which was selected during RAPID Gate 2 in 2023. There was a perception that this was because compulsory purchase orders with small landowners were an easier option.	Development and Options Report available on the scheme's website at www.guctransfer.co.uk The scheme has reviewed all alternative sites suggested at the Phase One Public Consultation. More information on how these have been considered can be found in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk The reasons for not progressing Site F for further work and consultation are that there are significant planning constraints on the site, including the western part of the site falling within a designated SANG. The site is also within the Green Belt, where there is a presumption against development unless in very special circumstances, meaning there would have to be no alternative site available.
Site selection process	Some respondents praised the site selection process for considering accessibility and environmental constraints, and future operational requirements. Others felt that the assessment of sites were not consistent, and that some sites had been ruled out whilst other sites with similar characteristics were taken forward for further consideration. Concerns were raised about the lack of ecological and engineering surveys carried out as part of the initial assessment. Some respondents suggested that all considered sites should have been put forward for consultation.	The engineering, environment, planning and land challenges and opportunities relating to the sites have been assessed, enabling the identification of which sites have constraints that may make them unsuitable for development, and which are the sites which may have greater potential. At the Phase One Consultation, an initial view on the three sites that could have had greater potential was taken. The remaining 20 sites were considered to have less potential for the scheme. More information on how these assessments have been undertaken can be found in the Scheme Development and Options Report available on the scheme's website at www.guctransfer.co.uk

Theme	Summary of feedback received	How the feedback has been considered
All sites – health and safety	It was suggested that the storage pond be designed with gradual slopes to enhance safety, and that the site should not encroach on recreational amenity land or be situated too close to residential areas.	It is anticipated that the storage area will require fencing around it for safety purposes. It is likely that this will not be high security fencing and will be designed to fit in with local surroundings. It is proposed 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. The feasibility of opening up part of the storage bank for public access is being considered. Although the storage won't be big enough to safely include areas for fishing or boating, the scheme could, for example, include a walking route with features such as benches and information boards.
All sites – air quality and odour	It was queried whether there would be any air quality impacts, including odours, created by the proposed WTW	Any air quality or odour issues from the operation of the proposed water treatment works are not anticipated. More information on assessment of potential air quality impacts can be found in Chapter 8 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Table 13 Feedback received about pipeline corridors

Theme	Summary of feedback received	How we've considered the feedback
General comments on proposed routes	Where routes were relevant to a specific site with greater potential for the WTW, respondents favoured Site B's pipeline route over Site H's, with comments suggesting it was a more practical route and would bring reduced environmental impact. Site B's pipeline alignment along major A roads, was considered to bring less disruption to the green belt and nearby communities. In contrast, Site H pipeline faced negative comments that highlighted the need to cross rural areas and the potential for construction impacts near Slapton and surrounding villages. Comments were received regarding the Common Corridor, particularly regarding its impact on the Chilterns National Landscape and National Trust land. A small number of comments were received supporting routes through Dunstable that had not been progressed at an earlier stage of development. Some comments were received with suggested minor amendments or changes to the pipeline corridors, to avoid impacts on specific properties or farms.	As a result of selecting Site B (near Great Brickhill) as the water treatment works and storage site to progress for further consultation, the proposed pipeline corridor from near Great Brickhill to the existing covered reservoir in Luton has been further developed. Environmental assessments have been conducted to consider local wildlife and the local area the pipeline is routed through and have considered any constraints along the corridor, such as other utilities, environmental sites or existing buildings which may determine where the pipeline can or can be routed. The pipeline route corridor published as part of Phase Two Public Consultation is typically around 200 metres wide and the pipeline route will be refined within this taking into account further feedback, discussions with affected landowners and consideration of environmental constraints. 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. 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.
		After construction of the pipeline, land will be reinstated to its previous use. In areas where we need to cross railways and major roads, sensitive landscapes and some waterways, trenchless construction techniques may be used to reduce disruption.
Communities	Some respondents suggested information on site selection and ground investigation survey results were needed before meaningful feedback on pipeline corridors could be provided. Respondents emphasised that rural community wellbeing should be a central factor in routing decisions, including consideration given to maintaining access to the countryside during construction. It was also suggested that pipeline corridors be designed to minimise disruption to local residents wherever possible.	Phase Two Public Consultation provides another opportunity to provide feedback on the pipeline corridor. Following further site selection work, this has been refined to a single corridor. The scheme has taken into consideration potential impacts on local communities as it has developed the pipeline corridor. Considerations such as how access can be maintained during construction will be further considered as the pipeline route is refined following Phase Two Public Consultation.
Flooding	Responses questioned whether pipeline construction or the pipelines themselves might increase flooding. Additional concerns were raised about potential property flooding due to a pipeline's proximity to residential areas. Concerns were raised about pipeline corridor SP3 from Site H, suggesting heavy clay land was already prone to river flooding and could experience worsened flooding and damaged drainage systems.	The likely potential effects the scheme will have on flood risk in surrounding areas, and the proposed measures to avoid and reduce this where necessary have been assessed as part of the PEIR. These initial assessments show that the scheme will not create any additional flood risk. An initial overview of this flood risk assessment is available in Chapter 22 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk

Construction and traffic impacts

Respondents raised concerns about pipeline construction near Slapton, including potential excavation that could cause disruption to nearby properties.

Questions were raised about the trenchless methods proposed by the scheme, with calls for clarity on their potential impacts.

While trenchless methods near Dunstable Downs received some support, respondents requested more detailed information. The National Trust highlighted risks to archaeological remains, species, and habitats, urging robust mitigation measures implemented where required. These concerns also included impacts from disruption to visitors at Dunstable Downs and its potential impact on local tourism and business, requesting further details and mitigation plans.

Specific conflicts were identified with aviation fuel pipelines in the corridor from Site B and Site H, the Blisworth to Buncefield pipeline east of Slapton, and the high-pressure gas pipeline to the west.

More information on how the scheme will manage construction, including typical pipeline installation, has been provided as part of the Phase Two Public Consultation. This includes information on where trenchless crossings will typically be considered, and the techniques that could be used. This can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk

Existing utilities, including pipelines, will be further considered as the pipeline route is refined and impacts on these mitigated through micro-routing or further discussions with asset owners.

The disruption that construction can cause for local communities, however temporary, is recognised. Plans for construction will seek to avoid and reduce these impacts wherever possible. A 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, a Construction Traffic Management Plan (CTMP) will ensure that any impacts on local roads are controlled and managed.

A draft outline CEMP and CTMP has been published as part of the scheme's Phase Two Public Consultation and a further version of the CEMP and CTMP will be submitted as part of the DCO application.

Information on the impacts of the scheme's construction on Traffic and Transport can be found in Chapter 20 of the PEIR, while impacts and information on noise, vibration and emissions from construction traffic can be found in chapter's 9 and

Environmental considerations	Respondents expressed concerns about the pipeline's ecological impact, advocating for routes that minimise disruption to wildlife and sensitive environments. They suggested prioritising areas with minimal existing wildlife, enhancing biodiversity, and preserving current habitats. Specific concerns included the pipeline corridor near Churchend, potential harm to the Chilterns National Landscape, and the risk of tree felling or hedgerow destruction along the Site H to Site P pipeline corridor, which supports species like red kites. Respondents also noted that ecological and engineering surveys remain incomplete and requested their timely completion for presentation to the local communities.	15 of the PEIR. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk Further road surveys will be carried out to identify any additional mitigations what mitigations and work that may be needed to facilitate the delivery of the scheme. Since Phase One Public Consultation, a significant amount of environmental work has been carried out across several areas including ecology, cultural heritage, air quality and traffic and transport. This includes looking at the potential environmental impacts of the AWTP. The findings of these assessments are detailed in the Preliminary Environmental Information Report (PEIR), which has been made available as part of 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. The PEIR can be viewed on the scheme's website at www.guctransfer.co.uk
Landscape and visual impact	Respondents raised concerns about the pipeline's impact on the Chilterns National Landscape, particularly around disruption to sensitive areas like Chaul End, Ivinghoe Beacon, and Dunstable Downs. Risks to National Trust land interests at Dunstable Downs were highlighted, particularly from SP10 and SP10A. Specific concerns included potential disruption to the London Gliding Club, and pipelines passing beneath properties and communities, with several specific examples provided. Respondents also cited challenges in repairing damage to the landscape, referencing HS2 works near Wendover as an example.	The pipeline corridor has been developed to avoid existing communities as far as possible, and it is not anticipated that the pipeline will be installed under any residential properties. 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.

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. This has included initial discussions with the National Trust and other potentially affected landowners.

After construction of the pipeline, land will be reinstated to its previous use.

More information on the proposals through these areas and how impacts will be managed can be found in the Phase Two Consultation Brochure, available on the scheme's website at www.guctransfer.co.uk

Other existing or planned development

Respondents raised concerns about pipeline routes crossing areas planned for development. Several specific examples were provided in the feedback.

The pipeline route corridor published as part of Phase Two Public Consultation is typically around 200 metres wide and the pipeline route will be refined within this taking into account further feedback, discussions with affected landowners and consideration of environmental constraints. Known developments have been considered as part of previous route refinement work and the scheme will continue to monitor live planning applications.

5. Conclusion and next steps

5.1 Engagement following Phase One Public Consultation

5.1.1 Following the Phase One Public Consultation, further engagement with a range of stakeholders has been undertaken.

- The scheme has frequently met with the Environment Agency. A monthly meeting has been held to discuss progress on Minworth Pilot Plant. Further meetings have been undertaken to discuss the technical assessments being carried out for the scheme's Environmental Impact Assessment.
- Representatives from the scheme met with Ashby Canal Association in February 2025 to deliver a project overview, explain its drivers and benefits, the water transfer route, hydrological and geological modelling and impacts on Ashby Canal.
- Meetings have been held between the scheme and Parish councils along the route, the most recent set of meetings taking place in September 2025 with Great Brickhill Parish Council, Stoke Hammond Parish Council, Slapton Parish Council and Atherstone Town Council, to update on site selection ahead of Phase Two Public Consultation. Two meetings took place with Stoke Bruerne Parish Council, the first in April 2025, the second in July 2025.
- The scheme met with members of the Stoke Bruerne community to discuss the reasoning behind the mailing of Land Interest Questionnaires (LIQs), to reassure that the scheme will not be taking compulsory acquisition of their homes.
- Meetings have been ongoing from Autumn 2025 with Local Planning Authorities along the route of the scheme. These have served to provide updates on the project.

5.1.2 Further discussions with landowners across the scheme have taken place, to understand more about their land ownership and how the scheme might need to use their land.

5.1.3 Throughout this period, the LALG and CUWG have met regularly, allowing for updates on scheme progress to be shared.

5.1.4 The LALG met on:

- 21 November 2024 for a summary of the Phase One of the Public Consultation, and a discussion of EIA work going forward.
- 6 March 2025 for a project update, and discussion around the EIA Scoping report, and EIA technical working groups.
- 31 July 2025 to discuss the proposed approach to the Phase Two Public Consultation and for an overview of the scheme's social value offer.
- 5 November 2025 with a focus progress of the PEIR and how it will be presented at the Phase Two Public Consultation and to answer any queries on the SOCC.

5.1.5 The CUWG met on:

- 14 November 2024 to discuss the purpose and objectives of the group, to update on the scheme, provide a programme of activity, share challenges, concerns, and ideas.
- 19 March 2025 to discuss design principles, environmental considerations, how fish were being considered and water flow.

- 16 July 2025 for a Q&A, a presentation on hydraulics, flows, bank raising, stop and transfer locks, and a demonstration of flumes. This meeting took place at Stoke Bruerne Canal Museum.
 - CUWG met 19 November 2025 to present on the trial undertaken on the Llangollen Canal, and provide information on Phase Two Public Consultation.
- 5.1.6 Recognising the time between the Phase One Public Consultation and the Phase Two Public Consultation a series of Community Updates were published through the scheme website. People who signed up to website mailing list on the website, as well as parish councils and local authorities were notified of these updates via emails sent out at the release of the updates. These updates have provided more information on key aspects of the scheme's development, including how consultation feedback is being used, the approach to environmental assessments and more information on water flows on the canal as a result of the scheme.
- 5.1.7 Website content has been expanded to create more engaging materials to address concerns raised as part of our Phase One Consultation. This includes new video content and a series of factsheets on planning and technical topics relating to the scheme, such as the DCO Process and Gravity Bypasses. The website now contains an interactive map which people interested in the scheme can view to see the location of planned infrastructure.

5.2 Design changes as a result of feedback

- 5.2.1 Following the Phase One Public Consultation, the feedback received to the consultation was analysed to help further refine the scheme proposals, alongside further engineering work and ongoing environmental assessments.
- 5.2.2 In response to the feedback received, a number of changes have been made to the proposals ahead of the Phase Two Public Consultation, to address concerns raised and manage impacts identified within the feedback. These changes include:
- Updates to the proposed footprint of the Advanced Water Treatment Plant, and removal of the proposal for a wetland area on the site due to the outcome of environmental surveys and assessments to protect the diverse flora and fauna currently on the site.
 - Re-routing the northern pipeline away from Hurley (by moving it to the south), through open farmland, to avoid potential impacts on the village.
 - Identifying Option 1 as our preferred route for the pipeline near Atherstone and our preferred location for the outfall at Atherstone, to reduce the potential impacts on Coleshill Road and nearby residential areas.
 - Reducing the amount of bank raising required along the canals through introducing 'transfer locks' at up to four locations along the canal to help control water levels during periods of high flow.
 - Identifying Site B, near Great Brickhill, Southeast of Milton Keynes, as the preferred site for the Southern water treatment works and storage site, and developing the preferred single pipeline corridor to transfer water from the site to the existing covered reservoir in Luton.
 - Removing the pumped bypasses at Stoke Hammond, Leighton Lock and Soulbury Three Locks due to Site B being chosen as the preferred site for the water treatment works and storage.

- 5.2.3 These updated proposals have formed the basis of further consultation on the scheme (see Section 5.3).

5.3 Phase Two Public Consultation

- 5.3.1 Since the Phase One Public Consultation, further engineering and design work and environmental assessments have been undertaken alongside ongoing discussions with landowners and other stakeholders. This has helped to shape the next stage of development for the scheme.
- 5.3.2 A second phase of public consultation, Phase Two Public Consultation, is being undertaken between 11 February 2026 and 2 April 2026. This consultation provides an opportunity to inform stakeholders and interested parties on the updated proposals for the scheme.
- 5.3.3 Phase One Public Consultation has provided a positive template for consultation, and this approach has been refined through discussion with the local planning authorities. This has included formal consultation on the development of the scheme's Statement of Community Consultation (SoCC), which sets out how Phase Two Public Consultation will be carried out. Feedback submitted at the Phase Two Public Consultation will be considered as the proposals are further developed.
- 5.3.4 The SoCC, and all other information published at Phase Two Public Consultation, can be viewed on the scheme website: www.guctransfer.co.uk

Appendix A – Press release



Grand Union
Canal Transfer

Bringing water from the
Midlands to the Southeast

Grand Union Canal Transfer

PRESS RELEASE – Embargoed 11 September 2024

Britain's historic canals set to move water from the Midlands to help meet water supply needs in the Southeast

Britain's historic former industrial canal network is set to play a pivotal role in creating a sustainable and resilient water supply for 750,000 people in the Southeast.

Plans currently being consulted upon could see the historic Coventry, Oxford and Grand Union canals transform water supply by transferring millions of litres of water each day from Severn Trent's water supply in the Midlands to Affinity Water's customers in the Southeast.

The project is an exciting collaboration between the two water companies together with the Canal & River Trust charity, and will bring important environmental benefits, including lessening Affinity Water's demand on water from chalk aquifers, whilst helping to increase resilience, and meet future water supply targets for the region.

The Grand Union Canal Transfer scheme will begin at the Minworth Wastewater Recycling Centre near Birmingham, where water will be treated before being transferred via a new pipeline to Atherstone in Warwickshire. It will then begin its journey along the Coventry, Oxford and Grand Union canals. Once it has been transferred through the canal network, the water will be piped from the canal, stored, and treated again at a new water treatment works, before being transferred as clean drinking water to an existing reservoir near Luton.

It is hoped that the scheme will be in action by 2032. Public consultation opened today, 11 September, to gather the views from those living near to the proposed route, canal users and others who may be interested in the scheme.

Clare Carlaw, head of engagement, land & consents at Affinity Water, tells us: "This scheme is crucial in ensuring we can supply our customers with drinking water in the future, but it goes further than that; we will also use this scheme to help wider water supplies across the east of the country. The scheme supports our commitment to reduce taking water from the precious chalk aquifers, and working collaboratively with our partners on this scheme has meant we are developing an innovative and environmentally responsible solution. We want the local communities, local authorities, canal users and businesses to get involved in our public consultation and help inform how we deliver this vitally important resource for the future."

Peter Walker, head of strategic infrastructure projects, Canal & River Trust, explains: "Britain's canal network was built hundreds of years ago as the freight arteries that fuelled the industrial revolution.

"Still used and navigated by boats today, canals have also been repurposed to serve modern society; ensuring thousands of jobs in leisure and tourism, and supporting biodiversity and the wellbeing of millions of people. The Grand Union Canal Transfer will invest in the network ensuring it can move water for domestic supply alongside its day-to-day role for



Grand Union Canal Transfer

Bringing water from the
Midlands to the Southeast

navigation, and thereby helping to play a vital part in meeting one of the major challenges faced by society today."

The consultation is open for 6 weeks until 25 October and the partners behind the scheme will be holding consultation events across the region throughout this period. More information can be found on the scheme website <http://www.guctransfer.co.uk>

-END-

Note for editors

The scheme not only supports Affinity Water customers but will also support customers of Cambridge Water.

The consultation opens on **11 September** and runs until **25 October 2024**. People can take part in the following ways:

- Online: complete and submit a feedback form on the Grand Union Canal Transfer website: www.guctransfer.co.uk/haveyoursay
- Email: email your feedback to contact@guctransfer.co.uk
- Freepost: post a hard copy feedback form or a written response to Freepost GRAND UNION CANAL TRANSFER (no stamp required)

To find out more about the scheme and the consultation, please visit www.guctransfer.co.uk, or call 0121 270 5920 to talk to a member of the team.

A number of consultation events and pop-up events will be held at various locations close to the scheme, which will provide the opportunity to talk to the team and find out more. The full list of events can be found below, or on the scheme website at www.guctransfer.co.uk

Date	Type	Location
Saturday 21 September	Consultation event	Atherstone Owen Street Community Arts Centre, Owen Street, Atherstone, CV9 1DG 11am-3pm
Monday 23 September	Consultation event	Slapton Elizabeth Griffin Memorial Hall, 12 Church Rd, Leighton Buzzard, LU7 9BX 4pm-8pm
Tuesday 24 September	Consultation event	Eaton Bray Eaton Bray Methodist Church, Tottemhoe Rd, Eaton Bray, Dunstable, LU6 2BD 4pm-8pm
Wednesday 25 September	Consultation event	Chaul End Lyons Community Centre, 33a Mallard Cres, Caddington, Luton, LU1 4FG 4pm-8pm



Grand Union Canal Transfer

Bringing water from the
Midlands to the Southeast

Friday 27 September	Consultation event	Curdworth Curdworth Village Hall, 70 Coleshill Rd, Curdworth, Sutton Coldfield, B76 9HH 4pm-8pm
Saturday 28 September	Consultation event	Daventry Daventry Community Centre, Ashby Rd, Daventry, NN11 0QE 11am-3pm
Saturday 28 September	Pop-up	Fenny Stratford Junction Opposite side of the canal from the Red Lion, 11 Lock View Ln, Fenny Stratford, Bletchley, Milton Keynes, MK1 1BY 9.30am-12.30pm
Saturday 28 September	Pop-up	Grove Lock Opposite side of the canal from the Grove Lock, Grove, Leighton Buzzard, Bedfordshire, LU7 0QU 2.30pm-5.30pm
Wednesday 2 October	Consultation event	Hurley Hurley Village, 41 Knowle Hill, Hurley, Atherstone, CV9 2JD 4pm-8pm
Thursday 3 October	Pop-up	Stoke Bruerne Lock Bypass Near the Canal Museum, Stoke Bruerne, Bridge Rd, Stoke Bruerne, Towcester NN12 7SE 10.30pm-13.30pm
Friday 4 October	Pop-up	Braunston Junction Near Union Canal Carriers, Dark Ln, Braunston, Daventry NN11 7HJ 10.30am-13.30pm
Friday 4 October	Consultation event	Leighton Buzzard Astral Park Community Centre, Johnson Dr, Leighton Buzzard LU7 4AY 4pm-8pm
Saturday 5 October	Consultation event	Great Brickhill Great Brickhill Community Centre, Great Brickhill, Milton Keynes MK17 9BA 11pm-3pm
Saturday 5 October	Pop-up	Hawkesbury Junction Near the Hawkesbury Junction Pump House, Sutton Stop, Coventry CV6 6DF 9.30am-12.30pm
Saturday 5 October	Pop-up	Hillmorton Locks Opposite side of the canal from the Canalcchef Cafe, Badseys Wharf, The Locks, Hillmorton, Rugby CV21 4PP 2.30pm-17.30pm

Media outlets sent the press release

Local media outlets

Luton Today
Luton News Herald and Post
Leighton Buzzard Observer
Milton Keynes Citizen
Daventry Express
Northampton Chronicle and Echo
Northamptonshire Telegraph
The Rugby Observer
The Rugby Advertiser
Warwickshire World
Warwickshire Courier
Coventry Observer
Coventry Telegraph / Coventry Live
Birmingham Mail / Birmingham Live
Birmingham World
Express and Star
City AM

National media outlets

The Guardian
The Times
Independent Television News (ITN)

Water industry media outlets

IMS Business Information Services Ltd
Water Industry Journal
Water Magazine
Waterways World
Affinity Water
Towpath Talk
Canal Boat

Appendix B – Consultation launch email

Good morning,

Grand Union Canal Transfer – launch of public consultation

We would like to inform you of the launch of our first public consultation for the Grand Union Canal Transfer. This is a vital new scheme to move water from the Midlands to the Southeast. It is needed to secure future drinking water supplies. The scheme will also help to protect the environment, ensure future water availability for canal navigation, and unlock investment in our communities.

Consulting with our communities is a central part of the planning process and we encourage people to share their thoughts and opinions on this ambitious and transformative project. These comments will help us understand the local area, and any potential impacts our proposals may have on the community and the environment.

The consultation will launch **at midday 11 September and run until 25 October.**

What is the Grand Union Canal Transfer

The scheme is a joint water transfer project between two water companies, Severn Trent and Affinity Water, and the charity Canal & River Trust ('the Trust') who care for 2000 miles of canals and navigable rivers in England and Wales.

It will use a combination of new pipelines, water treatment plants and other infrastructure, as well as the canals themselves to transfer water from one region to another.

To help people identify the main areas of the scheme, we have split the project into three key sections:

- Northern section – transferring water from a proposed new Advanced Water Treatment Plant at the existing Minworth Wastewater Recycling Centre, to the Coventry Canal at Atherstone via underground pipeline
- Canal section – using the existing canal network to transfer water by building some new infrastructure such as pumping stations and gravity bypasses, alongside adapting some of the existing structures
- Southern section – transferring water into a proposed water treatment works and water storage, before it is transferred by underground pipeline to Affinity Water's customers

You can find out all about the proposals and where we might need new infrastructure on our website: www.guctransfer.co.uk

The consultation

Local communities and interested parties can take part in our consultation in the following ways:

- Online: complete and submit a feedback form on our website: www.guctransfer.co.uk/haveyoursay
- Email: email your feedback to contact@guctransfer.co.uk

- Freepost: post a hard copy feedback form or a written response to Freepost GRAND UNION CANAL TRANSFER (no stamp required).

We'll be holding a series of consultation events and pop-up events at various locations which will provide opportunities to talk to us and find out more:

Date	Type	Location
Saturday 21 September	Consultation event	Atherstone Owen Street Community Arts Centre, Owen Street, Atherstone CV9 1DG 11am-3pm
Monday 23 September	Consultation event	Slapton Elizabeth Griffin Memorial Hall, Church Rd, Leighton Buzzard LU7 9BX 4pm-8pm
Tuesday 24 September	Consultation event	Eaton Bray Eaton Bray Methodist Church, Totternhoe Rd, Eaton Bray, Dunstable LU6 2BD 4pm-8pm
Wednesday 25 September	Consultation event	Chaul End Lyons Community Centre, 33a Mallard Cres, Caddington, Luton LU1 4FG 4pm-8pm
Friday 27 September	Consultation event	Curdworth Curdworth Village Hall, 70 Coleshill Rd, Curdworth, Sutton Coldfield B76 9HH 4pm-8pm
Saturday 28 September	Consultation event	Daventry Daventry Community Centre, Ashby Rd, Daventry NN11 0QE 11am-3pm
Saturday 28 September	Pop-up	Fenny Stratford Junction Opposite side of the canal from the Red Lion, 11 Lock View Ln, Fenny Stratford, Bletchley, Milton Keynes MK1 1BY 9.30am-12.30pm
Saturday 28 September	Pop-up	Grove Lock Opposite side of the canal from the Grove Lock, Grove, Leighton Buzzard, Bedfordshire LU7 0QU 2.30pm-5.30pm
Wednesday 2 October	Consultation event	Hurley Hurley Village, 41 Knowle Hill, Hurley, Atherstone CV9 2JD 4pm-8pm
Thursday 3 October	Pop-up	Stoke Bruerne Lock Bypass Near the Canal Museum, Stoke Bruerne, Bridge Rd, Stoke Bruerne, Towcester NN12 7SE 10.30pm-13.30pm
Friday 4 October	Pop-up	Braunston Junction Near Union Canal Carriers, Dark Ln, Braunston, Daventry NN11 7HJ 10.30am-1.30pm

Friday 4 October	Consultation event	Leighton Buzzard Astral Park Community Centre, Johnson Dr, Leighton Buzzard LU7 4AY 4pm-8pm
Saturday 5 October	Consultation event	Great Brickhill Great Brickhill Community Centre, Rotten Row, Great Brickhill, Milton Keynes MK17 9BA 11pm-3pm
Saturday 5 October	Pop-up	Hawkesbury Junction Near the Hawkesbury Junction Pump House, opposite side of the canal from The Greyhound, Sutton Stop, Coventry CV6 6DF 9.30am-12.30pm
Saturday 5 October	Pop-up	Hillmorton Locks Opposite side of the canal from the Canalcchef Cafe, Badseys Wharf, The Locks, Hillmorton, Rugby CV21 4PP 2.30pm-5.30pm

Get in touch

If you or a local resident have a question about the scheme, if you need hardcopy documents or have any other queries, please do get in contact at any time by emailing contact@guctransfer.co.uk, or calling us on **0121 270 5920**.

We look forward to sharing the outcome of the consultations and updates on the project with you and the communities you represent as the scheme progresses.

Kind regards

Grand Union Canal Transfer engagement team

Stakeholders sent the consultation launch email

Local Planning Authorities (LPA)

Birmingham City Council
North Warwickshire Borough Council
Nuneaton and Bedworth Borough Council
Coventry City Council
Rugby Borough Council
West Northamptonshire Council
Milton Keynes City Council
Buckinghamshire Council
Central Bedfordshire Council
Warwickshire County Council
Luton Borough Council

Local MPs

Jeremy Wright MP
Laura Kyrke-Smith MP
Matt Western MP
Rachel Taylor MP
John Slinger MP
Sarah Owen MP
Andrew Mitchell MP
Alex Mayer MP
Rachel Hopkins MP
Jodie Gosling MP
Emily Darlington MP
Chris Curtis MP
Mary Creagh MP
Sarah Bool MP
Stuart Andrew MP
Callum Anderson MP

Parish councils

Caddington Parish Council
Kensworth Parish Council
Dunstable Town Council
Houghton Regis Town Council
Tilsworth Parish Council
Totternhoe Parish Council
Stanbridge Parish Council
Billington Parish Council
Slapton Parish Council
Leighton-Linslade Parish Council
Soulbury Parish Council
Great Brickhill Parish Council
Stoke Hammond Parish Council
Bletchley and Fenny Stratford Town Council
Bow Brickhill Parish Council
Walton Community Council
Simpson and Ashland Parish Council
Woughton Community Council

Old Woughton Parish Council
Campbell Park Parish Council
Central Milton Keynes Town Council
Great Linford Parish Council
Stantonbury Parish Council
New Bradwell Parish Council
Wolverton and Greenleys Town Council
Cosgrove Parish Council
Yardley Gobion Parish Council
Grafton Regis Parish Meeting
Castlethorpe Parish Council
Ashton Parish Council
Stoke Bruerne Parish Council
Blisworth Parish Council
Shutlanger Parish Council
Gayton Parish Council
Rothersthorpe Parish Council
Bugbrooke Parish Council
Nether Heyford Parish Council
Stowe IX Churches Parish Council
Weedon Bec Parish Council
Dodford Parish Meeting
Brockhall Parish Meeting
Norton Parish Council
Whilton Parish Council
Long Buckby Parish Council
Daventry Town Council
Welton Parish Council
Braunston Parish Council
Willoughby Parish Council
Barby and Onley Parish Council
Kilsby Parish Council
Clifton upon Dunsmore Parish Council
Harborough Magna Parish Council
Easenhall Parish Council
King's Newnham Parish Council
Brinklow Parish Council
Stretton under Fosse Parish Council
Combe Fields Parish Council
Ansty Parish Council
Shilton and Barnacle Parish Council
Caldecote Parish Council
Hartshill Parish Council
Mancetter Parish Council
Atherstone Town Council
Bentley Parish Council
Bentley and Merevale Parish Council
Baxterley Parish Council
Kingsbury Parish Council
Nether Whitacre Parish Council
Shustoke Parish Council
Lea Marston Parish Council

Curdworth Parish Council
Sutton Coldfield Town Council
Water Orton Parish Council
Withybrook Parish Council
Ivinghoe Parish Council
Edlesborough, Northall and Dagnall Parish Council
Eaton Bray Parish Council
Whipsnade Parish Council
Heath and Reach Parish Council
Chalgrave Parish Council
Toddingdon Parish Council
Sundon Parish Council
Hockliffe Parish Council
Little Brickhill Parish Council
Mentmore Parish Council
Wing Parish Council
Cheddington Parish Council
Marsworth Parish Council
Coleshill Parish Council

Ward councillors

Curdworth Ward
Sutton Walmley & Minworth Ward
Hurley and Wood End Ward
Baddesley Ensor and Grendon Ward
Newbold and Brownsover Ward
Hillmorton Ward
Atherstone South and Mancetter Ward
Hartshill Ward
Atherstone Central Ward
Revel and Binley Woods Ward
Wolston and the Lawfords Ward
Wolvey and Shilton Ward
Clifton, Newton and Churchover Ward
Poplar Ward
Bulkington Ward
Weddington Ward
Camp Hill Ward
Chilvers Cotton Ward
Arbury Ward
St Mary's Ward
Stockingford East Ward
Bede Ward
Henley Ward
Longford Ward
Leighton-Linslade West Ward
Houghton Regis West Ward
Dunstable North Ward
Eaton Bray Ward
Heath & Reach Ward
Caddington Ward
Dunstable West Ward

Dunstable East Ward
Leighton-Linslade South Ward
Leighton-Linslade North Ward
Dunstable Central Ward
Dunstable South Ward
Houghton Regis East Ward
Lewsey Ward
Bletchley East Ward
Ivinghoe Ward
Great Brickhill Ward
Woodford and Weedon Ward
Deanshanger Ward
Long Buckby Ward
Braunston and Crick Ward
Towcester and Roade Ward
Bugbrooke Ward
Daventry West Ward
Daventry East Ward
Poets Ward
Wolverton Ward
Stantonbury Ward
Stantonbury Ward
Campbell Park & Old Woughton Ward
Woughton & Fishermead Ward
Challney Ward
Leagrave Ward
Dallow Ward
Farley Ward
Aspley and Woburn Ward
Danesborough and Walton Ward
Heath and Reach Ward
Toddington Ward
Wing Ward

Statutory stakeholders

Natural England
Historic England
Northamptonshire Fire and Rescue Service
Buckinghamshire Fire and Rescue Service
Bedfordshire Fire and Rescue Service
The Environment Agency

Other interested organisations identified through stakeholder mapping

Boaters Christian Fellowship
British Horse Society
RSPB
Coventry Canal Society
Friends of Grand Union Canal (FoGUC)
Inland Waterways association
British Canoeing
Age UK Milton Keynes
Canal Junction

Canal Ability
National Community Boats Association
Campaign to Protect Rural England - Bedfordshire
Campaign to Protect Rural England - Northamptonshire
Campaign to Protect Rural England - Warwickshire
Country, Land and Business Association
The Woodland Trust
Wildlife Trust - Bedfordshire, Cambridgeshire and Northamptonshire
Wildlife Trust - Birmingham and the Black Country
Wildlife Trust - Warwickshire
Cycling UK
The Ramblers
Ashby Canal Organisation
Buckingham Canal Society
Seamaster Club
Longwood Boat Club
Craven Cruising Club
Mercia Marina
Grove Lock Marina
Pewsey Wharf Boat Club
Lionhearts CC
Warwickshire Wildlife Trust
Seamaster Club
Leighton Linlade Town Council
Grove Lock Marina
The Greensand Trust
Railway and Canal Historical Society
Ouzel Valley Park Steering Group
British Horse Society
National Trust - Midlands and East of England
RSPB
Emmaus Coventry and Warwickshire
Hope 4 Rugby
Northampton Hope Centre
Daventry Community Larder
Milton Keynes Homelessness Partnership
The Salvation Army - Leighton Buzzard
Signposts Luton
Milton Keynes melting pot
BAME hub UK
Northamptonshire Black Communities together
Tamarind centre Coventry
EQuIP Warwickshire
Luton SENDIAS
Leighton Buzzard mencap
Milton Keynes SNAP

Northampton mencap
Independence for me Daventry
New Directions
Take a Break Warwickshire
Enterprise club Coventry
NFU South
NFU Midlands
Bedfordshire Young Farmers
Bucks YFC
Oxfordshire Young Farmers
Young Farmers Warwickshire
Community Impacts Bucks
Community First Oxfordshire
Warwickshire Rural Community Council
Age Concern Luton
Age UK Bedfordshire
Age UK Milton Keynes
Age UK Northamptonshire
Age UK Coventry and Warwickshire
The Traveller movement
Luton Roma Trust
Friends, Families and Travellers
Positive Youth Foundation Coventry
Young minds matter
Groundwork Northamptonshire
Youth Network Milton Keynes
Tokko Luton

Appendix C - Landowner letter



Grand Union Canal Transfer
Freepost GRAND UNION CANAL TRANSFER
contact@guctransfer.co.uk
0121 270 5920
www.guctransfer.co.uk

10 September 2024

<<Salutation Long>>
<<Address 1 – Line 1>>
<<Address 1 – Line 2>>
<<Address 1 – Line 3>>
<<Address 1 – TownCity>>
<<Address 1 – County>>
<<Address 1- Postcode>>

Dear <<Proper Officer>>

Grand Union Canal Transfer (GUC) Project – launch of public consultation

Following on from our previous correspondence with you, we'd like to inform you of the launch of our first public consultation for the Grand Union Canal Transfer Project. This is a vital new scheme to move water from the Midlands to the Southeast and is needed to secure future drinking water supplies. The scheme will also help to protect the environment and ensure future water availability for canal navigation.

We're contacting you as we understand you either own, occupy and/or have interest in land that may be affected by the proposed scheme. We're at an early stage in the development process and the Project will be subject to further engineering design work, environmental assessments and consultation before we submit our application for consent. Engaging with those with an interest in land we are working in will be a key part of that process.

We would encourage you to share your thoughts and opinions on this ambitious and transformative project. Your comments will help us understand how you as a landowner use your land, the local area, and any potential impacts our proposals may have on your community and the environment.

If you would like to meet our land team to discuss the scheme, please contact **0121 270 5920** to arrange this, or visit one of our consultation events (listed below).

The consultation opens on **11 September** and runs until **25 October**.

What is the Grand Union Canal Transfer

The scheme is a joint water transfer project between two water companies, Severn Trent and Affinity Water, and the charity Canal & River Trust ('the Trust') who care for 2000 miles of canals and navigable rivers in England and Wales.

It will use a combination of new pipelines, water treatment plants and other infrastructure, as well as the canals themselves to transfer water from one region to another.

To help people identify the main areas of the scheme, we have split the project into three key sections: the northern section, canal section and southern section.

The land you own, occupy and/or have interest in is within the [North/ Central/ Southern] section of the scheme.

North - For the northern section we're proposing to start the scheme at the Minworth Wastewater Recycling centre near Birmingham, where we are proposing to build a new Advanced Water Treatment Plant. Water is then planned to be transferred via a new underground pipeline to Atherstone in Warwickshire. From here, it'll begin its journey along the Coventry, Oxford and then the Grand Union Canals.

Central - For the canal section we're proposing to use the existing canal network to transfer highly treated recycled water from the Midlands to the Southeast. To help water along its way and to ensure our water transfer doesn't adversely affect the navigation and recreational use of the canal, we'll need to build some new equipment, such as pumping stations and gravity bypasses, alongside adapting some of the existing structures along the canal.

South - For the southern section, water will be piped from the canal, stored, and treated again to bring the water up to drinking water standards, before it is transferred via a new underground pipeline to Affinity Water's customers. To store and treat the water we're proposing to build a new water treatment works and water storage facility, as well as some supporting infrastructure.

You can find out more about the proposals and where we might need new infrastructure on our website: www.guctransfer.co.uk. If you would like a physical copy of our consultation document, you can request one from **0121 270 5920**.

The consultation

You can take part in our consultation in the following ways:

- Online: complete and submit a feedback form on our website: www.guctransfer.co.uk/haveyoursay
- Email: email your feedback to contact@guctransfer.co.uk
- Freepost: post a hard copy feedback form or a written response to Freepost GRAND UNION CANAL TRANSFER (no stamp required).

As part of the consultation, we'll be holding a series of consultation events and pop-up events at various locations, where you can meet and talk to our technical experts, land team, and find out more.

Location	Date / Time
Atherstone Owen Street Community Arts Centre, Owen St, Atherstone CV9 1DG	Saturday 21 September 11:00 – 15:00
Slapton Elizabeth Griffin Memorial Hall, 12 Church Rd, Leighton Buzzard, LU7 9BX	Monday 23 September 16:00 - 20:00
Eaton Bray Eaton Bray Methodist Church, Totternhoe Rd, Eaton Bray, Dunstable LU6 2BD,	Tuesday 24 September 16:00 – 20:00
Chaul End Lyons Community Centre, 33a Mallard Cres, Caddington, Luton LU1 4FG	Wednesday 25 September 16:00 – 20:00
Curdworth Curdworth Village Hall, 70 Coleshill Rd, Curdworth, Sutton Coldfield B76 9HH	Friday 27 September 16:00 – 20:00
Daventry / Drayton reservoirs Daventry Community Centre, Ashby Rd, Daventry NN11 0QE	Saturday 28 September 11:00-15:00
Hurley Hurley Village Hall, 41 Knowle Hill, Hurley, Atherstone CV9 2JD	Wednesday 2 October 16:00 – 20:00
Leighton Buzzard Astral Park Community Centre, Johnson Dr, Leighton Buzzard LU7 4AY	Friday 4 October 16:00 – 20:00
Great Brickhill Great Brickhill Community Centre, Great Brickhill, Milton Keynes MK17 9BA	Saturday 5 October 11:00 – 15:00

Location	Date / Time
Fenny Stratford Junction Opposite side of the canal from the Red Lion, 11 Lock View Ln, Fenny Stratford, Bletchley, Milton Keynes MK1 1BY	Saturday 28 September 9:30 - 12:30
Grove Lock Opposite side of the canal from the Grove Lock, Grove, Leighton Buzzard, Bedfordshire, LU7 0QU	Saturday 28 September 14:30 - 17:30
Stoke Bruerne Lock Bypass Near the Canal Museum, Stoke Bruerne, Bridge Rd, Stoke Bruerne, Towcester NN12 7SE	Thursday 3 October 10:30 - 13:30



Grand Union
Canal Transfer

Bringing water from the
Midlands to the Southeast

Braunston Junction Near Union Canal Carriers, Dark Ln, Braunston, Daventry NN11 7HJ	Friday 4 October 10:30 - 13:30
Hawkesbury Junction Near the Hawkesbury Junction Pump House	Saturday 5 October 9:30 - 12:30
Hillmorton Locks Opposite side of the canal from the Canalchef Cafe, Badseys Wharf, The Locks, Hillmorton, Rugby CV21 4PP	Saturday 5 October 14:30 - 17:30

Get in touch

If you have a question about the scheme, if you need hardcopy documents or have any other queries, please do get in contact at any time by emailing contact@guctransfer.co.uk, or calling us on **0121 270 5920**.

In the coming weeks we will write to you again to confirm land interest details and discuss further details of the project.

We look forward to sharing the outcome of the consultations and updates on the project with as the scheme progresses.

Kind regards
GUC Transfer Team

Appendix D - Postcards

Northern, canal and southern section postcard front cover



Northern section postcard back cover

Find out more and have your say

To enable us to bring clean water from the Midlands to the Southeast we are currently proposing:

- A new Advanced Water Treatment Plant near Minworth and underground pipeline to the Coventry Canal near Atherstone
- Building some new equipment and adapting some existing structures to use the Coventry, Oxford and Grand Union canals to transfer highly treated recycled water
- New water storage and treatment works in the Milton Keynes/Leighton Buzzard region, and an underground pipeline to an existing reservoir near Luton

You can find out all about our proposals at:

- 🌐 www.guctransfer.co.uk or contact
- ☎ 0121 270 5920 to speak to the team or request consultation materials

We want you to help shape our proposals at an early stage. We'll consider all the feedback submitted to this consultation, along with the findings from our ongoing assessments, to help develop the scheme. You can provide your comments:

- 💻 **Online:** complete and submit a feedback form on our website: www.guctransfer.co.uk/haveyoursay
- ✉ **Email:** email your feedback to contact@guctransfer.co.uk
- ✉ **Freepost:** post a hard copy feedback form or a written response to Freepost GRAND UNION CANAL TRANSFER (no stamp required).

All feedback to this consultation must be received by 11:59pm on Friday 25 October 2024.

Events in your area

We're holding events across the scheme area. Below are the events in your area, and you can view the full event programme at www.guctransfer.co.uk

Consultation events

Larger community events where you can meet our technical experts, view large scale maps and provide your feedback

- 📍 **Atherstone, Owen Street Community Arts Centre**
📅 Saturday 21 September, 11am-3pm
- 📍 **Curdworth Village Hall**
📅 Friday 27 September, 4pm-8pm
- 📍 **Hurley Village Hall**
📅 Wednesday 2 October, 4pm-8pm



Canal section postcard back cover

Find out more and have your say

To enable us to bring clean water from the Midlands to the Southeast we are currently proposing:

- A new Advanced Water Treatment Plant near Minworth and underground pipeline to the Coventry Canal near Atherstone
- Building some new equipment and adapting some existing structures to use the Coventry, Oxford and Grand Union canals to transfer highly treated recycled water
- New water storage and treatment works in the Milton Keynes/Leighton Buzzard region, and an underground pipeline to an existing reservoir near Luton

You can find out all about our proposals at:

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- ☎ 0121 270 5920 to speak to the team or request consultation materials

We want you to help shape our proposals at an early stage. We'll consider all the feedback submitted to this consultation, along with the findings from our ongoing assessments, to help develop the scheme. You can provide your comments:

- 💻 **Online:** complete and submit a feedback form on our website: www.guctransfer.co.uk/haveyoursay
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- ✉ **Freepost:** post a hard copy feedback form or a written response to Freepost GRAND UNION CANAL TRANSFER (no stamp required).

All feedback to this consultation must be received by 11:59pm on Friday 25 October 2024.

Events in your area

We're holding events across the scheme area. Below are the events in your area, and you can view the full event programme at www.guctransfer.co.uk

Consultation events

Larger community events where you can meet our technical experts, view large scale maps and provide your feedback

- 📍 **Daventry Community Centre**
- 📅 Saturday 28 September, 11am-3pm

Pop-up events

Smaller events along the canal to speak to our team and take away materials

- 📍 **Stoke Bruerne Lock Bypass** (near the Canal Museum)
- 📅 Thursday 3 October, 10.30am - 1.30pm
- 📍 **Braunston Junction** (near Union Canal Carriers)
- 📅 Friday 4 October, 10:30am - 1:30pm
- 📍 **Hawkesbury Junction** (near Hawkesbury Junction Pump House)
- 📅 Saturday 5 October, 9:30am - 12:30pm
- 📍 **Hillmorton Locks** (opposite side of the canal from the Canalchef Café)
- 📅 Saturday 5 October, 2:30pm - 5:30pm



Southern section postcard back cover

Find out more and have your say

To enable us to bring clean water from the Midlands to the Southeast we are currently proposing:

- A new Advanced Water Treatment Plant near Minworth and underground pipeline to the Coventry Canal near Atherstone
- Building some new equipment and adapting some existing structures to use the Coventry, Oxford and Grand Union canals to transfer highly treated recycled water
- New water storage and treatment works in the Milton Keynes/Leighton Buzzard region, and an underground pipeline to an existing reservoir near Luton

You can find out all about our proposals at:

- 🌐 www.guctransfer.co.uk or contact
- ☎ 0121 270 5920 to speak to the team or request consultation materials

We want you to help shape our proposals at an early stage. We'll consider all the feedback submitted to this consultation, along with the findings from our ongoing assessments, to help develop the scheme. You can provide your comments:

- 💻 **Online:** complete and submit a feedback form on our website: www.guctransfer.co.uk/haveyoursay
- ✉ **Email:** email your feedback to contact@guctransfer.co.uk
- ✉ **Freepost:** post a hard copy feedback form or a written response to Freepost GRAND UNION CANAL TRANSFER (no stamp required).

All feedback to this consultation must be received by 11:59pm on Friday 25 October 2024.

Events in your area

We're holding events across the scheme area. Below are the events in your area, and you can view the full event programme at www.guctransfer.co.uk

Consultation events

Larger community events where you can meet our technical experts, view large scale maps and provide your feedback

- 📍 **Slapton, Elizabeth Griffin Memorial Hall**
- 📅 Monday 23 September, 4pm-8pm
- 📍 **Eaton Bray Methodist Church**
- 📅 Tuesday 24 September, 4pm-8pm
- 📍 **Chaul End, Lyons Community Centre**
- 📅 Wednesday 25 September, 4pm-8pm
- 📍 **Leighton Buzzard, Astral Park Community Centre**
- 📅 Friday 4 October, 4pm-8pm
- 📍 **Great Brickhill Community Centre**
- 📅 Saturday 5 October, 11am-3pm

Pop-up events

Smaller events along the canal to speak to our team and take away materials

- 📍 **Fenny Stratford Junction** (Opposite side of the canal from the Red Lion)
- 📅 Saturday 28 September, 9.30am-12.30pm
- 📍 **Grove Lock** (Opposite side of the canal from the Grove Lock pub)
- 📅 Saturday 28 September, 2.30pm-5.30pm

Appendix E

Poster

Have your say!



Grand Union Canal Transfer

We want to hear your views on plans for a vital new water transfer scheme between the Midlands and the Southeast.

Public consultation: **11 September to 25 October 2024**
Consultation closes: **Friday 25 October at 11:59pm**

Find out more
Visit our website at
www.guctransfer.co.uk



Take part in the consultation, provide your comments and feedback on our plans:

-  **Online:** complete and submit a feedback form on our website: www.guctransfer.co.uk/haveyoursay
-  **Email:** email your feedback to contact@guctransfer.co.uk
-  **Freepost:** post a hard copy feedback form or a written response to Freepost GRAND UNION CANAL TRANSFER (no stamp required).

Find out more, come and speak to the team at one of our events

Consultation events

Larger community events where you can meet our technical experts, view large scale maps and provide your feedback

-  **Atherstone, Owen Street Community Arts Centre**
 Saturday 21 September, 11am-3pm
-  **Slapton, Elizabeth Griffin Memorial Hall Monday 23 September**
 September, 4pm-8pm
-  **Eaton Bray Methodist Church**
 Tuesday 24 September, 4pm-8pm
-  **Chaul End, Lyons Community Centre**
 Wednesday 25 September, 4pm-8pm
-  **Curdworth Village Hall**
 Friday 27 September, 4pm-8pm
-  **Daventry Community Centre**
 Saturday 28 September, 11am-3pm
-  **Hurley Village Hall**
 Wednesday 2 October, 4pm-8pm
-  **Leighton Buzzard, Astral Park Community Centre**
 Friday 4 October, 4pm-8pm
-  **Great Brickhill Community Centre**
 Saturday 5 October, 11am-3pm

Pop-up events

Smaller events along the canal to speak to our team and take away materials

-  **Fenny Stratford Junction**
(Opposite side of the canal from the Red Lion)
 Saturday 28 September, 9.30am-12.30pm
-  **Grove Lock (Opposite side of the canal from the Grove Lock pub)**
 Saturday 28 September, 2.30pm-5.30pm
-  **Stoke Bruerne Lock Bypass (near the Canal Museum)**
 Thursday 3 October, 10.30am - 1.30pm
-  **Braunston Junction (near Union Canal arriers)**
 Friday 4 October, 10.30am-1.30pm
-  **Hawkesbury Junction**
(near Hawkesbury Junction Pump House)
 Saturday 5 October, 9.30am-12.30pm
-  **Hillmorton Locks (near Canalchef Café)**
 Saturday 5 October, 2.30pm-5.30pm

Speak to the team

-  contact@guctransfer.co.uk
-  0121 270 5920.



Letter accompanying the poster



Hello,

I'm writing to you as we have identified your organisation as a key location within your local community. Enclosed in this envelope, you will find a poster advertising our Grand Union Canal Transfer public consultation.

The Grand Union Canal Transfer is a vital new scheme to bring water from the Midlands to the Southeast. The consultation will run until Friday 25 October 2024.

Severn Trent, Affinity Water, and the Canal & River Trust charity, recently shared plans for the scheme and we would now like to ask the community to share their thoughts on them. We are holding several events across the proposed route of the scheme during which people can find out more information, talk to our team and provide feedback.

We want to ensure as many local residents as possible have the opportunity to attend one of our events and would be very grateful if you would please display the enclosed poster in your premises.

If you have any questions, please contact us at contact@guctransfer.co.uk or call us on 0121 270 5920.

Kind regards,

Grand Union Canal Transfer engagement team

Canalside businesses sent a poster

The Red Lion
The Canal Museum Stoke Bruerne
The Grove Lock Pub
The Stop House
The Greyhound Inn
The Waterside - Pub & Carvery
The Navigation Inn
The Boat Inn
The Wharf Inn
The Narrow Boat
The Three Horseshoes
The Grand Junction Arms
The Angler's Retreat
The Rising Sun
The King's Head
The White Bear
The Coy Carp
The General Elliott
The Malt Shovel
The Fox
Braunston Marina
Whilton Marina
Gayton Marina
Blisworth Marina
Cowroast Marina
Apsley Marina
Willowtree Marina
Stoke Bruerne Canal Museum
Whilton Chandlery
Blisworth Tunnel Shop
Cowroast Chandlery
Apsley Lock Services
Willowtree Marina Shop
Hatton Locks
Iron Trunk Aqueduct
Blisworth Tunnel
Tring Reservoirs
Jandel Engineering Ltd.
Uk Scarves
The Globe Inn
The Three Locks
The Boat
The Grand Junction Arms
The Grove Lock

Other businesses and organisations sent a poster

Atherstone Sports Club
Grove Sports and Social Club
Atherstone Library and Information Centre
Atherstone Leisure Complex

Aldi, Atherstone
Tesco Superstore, Atherstone
Atherstone Post Office
Atherstone Owen Street Community Arts Centre
Holy Cross Church, Slapton
Elizabeth Griffin Memorial Hall, Slapton
Nisa Local, Dunstable
Aldi, Dunstable
Asda, Dunstable
Sainsburys, Dunstable
Premier Store, Dunstable
The Dunstable Centre
Eaton Bray Village Hall, Dunstable
Caddington Golf Club
Aldi, Luton
Lidl, Luton
Chaul End Community Centre
Bradley Store, Luton
D&S Food and Wine, Luton
Tesco Extra, Dunstable
Lyons Community Centre, Caddington
Parish Church of St Nicholas, Curdworth
Kingsbury Village Stores
Water Orton Community Library
Curdworth Post Office
Kingsbury Post Office
Curdworth Village Hall
Middlemore Stores, Daventry
Tesco, Daventry
Waitrose, Daventry
Aldi, Daventry
Daventry Library
Daventry Leisure Centre
Daventry Community Centre
Premier Local, Atherstone
Hurley Post Office
Church of the Resurrection, Hurley
Kingsbury Sports and Community Centre
Hurley Village Hall
Astral Park Sports and Community Centre
Aldi, Leighton Buzzard
Morrisons, Leighton Buzzard
Tesco, Leighton Buzzard
Waitrose, Leighton Buzzard
Tiddenfoot Leisure Centre
Leighton Buzzard Library
St Mary the Virgin Church
Great Brickhill Parish Hall

Parish councils sent a poster

Caddington Parish Council

Kensworth Parish Council
Dunstable Town Council
Houghton Regis Town Council
Tilsworth Parish Council
Totternhoe Parish Council
Stanbridge Parish Council
Billington Parish Council
Slapton Parish Council
Leighton-Linslade Parish Council
Soulbury Parish Council
Great Brickhill Parish Council
Stoke Hammond Parish Council
Bletchley and Fenny Stratford Town Council
Bow Brickhill Parish Council
Walton Community Council
Simpson and Ashland Parish Council
Woughton Community Council
Old Woughton Parish Council
Campbell Park Parish Council
Central Milton Keynes Town Council
Great Linford Parish Council
Stantonbury Parish Council
New Bradwell Parish Council
Wolverton and Greenleys Town Council
Cosgrove Parish Council
Yardley Gobion Parish Council
Grafton Regis Parish Meeting
Castlethorpe Parish Council
Ashton Parish Council
Stoke Bruerne Parish Council
Blisworth Parish Council
Shutlanger Parish Council
Gayton Parish Council
Rothersthorpe Parish Council
Bugbrooke Parish Council
Nether Heyford Parish Council
Stowe IX Churches Parish Council
Weedon Bec Parish Council
Dodford Parish Meeting
Brockhall Parish Meeting
Norton Parish Council
Whilton Parish Council
Long Buckby Parish Council
Daventry Town Council
Welton Parish Council
Braunston Parish Council
Willoughby Parish Council
Barby and Onley Parish Council
Kilsby Parish Council
Clifton upon Dunsmore Parish Council
Harborough Magna Parish Council
Easenhall Parish Council

King's Newnham Parish Council
Brinklow Parish Council
Stretton under Fosse Parish Council
Combe Fields Parish Council
Ansty Parish Council
Shilton and Barnacle Parish Council
Caldecote Parish Council
Hartshill Parish Council
Mancetter Parish Council
Atherstone Town Council
Bentley Parish Council
Bentley and Merevale Parish Council
Baxterley Parish Council
Kingsbury Parish Council
Nether Whitacre Parish Council
Shustoke Parish Council
Lea Marston Parish Council
Curdworth Parish Council
Sutton Coldfield Town Council
Water Orton Parish Council
Withybrook Parish Council
Ivinghoe Parish Council
Edlesborough, Northall and Dagnall Parish Council
Eaton Bray Parish Council
Whipsnade Parish Council
Heath and Reach Parish Council
Potsgrove Parish Council
Battlesden Parish Council
Chalgrave Parish Council
Toddington Parish Council
Sundon Parish Council
Hockliffe Parish Council
Little Brickhill Parish Council
Mentmore Parish Council
Wing Parish Council
Cheddington Parish Council
Marsworth Parish Council
Coleshill Parish Council



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:

 contact@guctransfer.co.uk
 0121 270 5920