



**Wey & Arun Canal Restoration  
Implementation Strategy**

**Implementation Plan**

**February 2007**

**Final**



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# Glossary of Terms

Term	Meaning / Definition
WACT	Wey & Arun Canal Trust
CCSSG	Canal Completion Strategy Steering Group
SSSI	Site of Special Scientific Interest

## The Plan

- **Feasible**
- **Affordable**
- **Considerable benefits and opportunities**
- **Environmentally sensitive**

The Wey & Arun Canal Trust stands firmly as an organisation wishing to promote the long-term restoration of the Wey & Arun Canal in an environmentally sensitive and sustainable manner, using its professional expertise and voluntary resources to the full.

This implementation plan sets out the stages for completing the restoration of the Wey & Arun Canal. Continuing forward from a strong position where 11 locks, 22 bridges, two aqueducts and approximately 10km of canal have already been restored or rebuilt, this plan sets out proposals which meet technical, economic and environmental challenges.

Looking at implementation, over the 20 years assumed in the strategy, there is a lot to do: 26km of canal to restore, 3km of new canal (including a 500m tunnel), restoration of 17 locks, construction of up to 7 new locks and 3 significant road bridges. The capital cost of construction, based on current industry rates and approach to risk, is estimated at £93,000,000.

The plan sets out the findings of the Wey & Arun Canal Implementation Strategy Study with summary information on the proposed route including: the navigation requirements, the approach to water supply, an assessment of environmental impacts, strategic level construction costs, benefits of restoration and funding opportunities.

The concluding schedules set out the steps required to implement the restoration programme. These schedules identify critical phases required to complete restoration of the Wey & Arun Canal and link it to the network of national waterways, via the River Wey Navigation, and to the English Channel via the River Arun. Less constrained phases are identified, which the Trust can readily progress using its existing skills as a voluntary organisation.

At this strategic level of study, the plan is not conclusive on all aspects, but sets out Atkins reasoned professional judgement based on information currently available. Scheme development throughout the phases of restoration will offer opportunities for stakeholder involvement, commercial regeneration, environmental enhancement and added value for amenity.

## The Background

The Wey & Arun Canal Society first came into existence in 1970, becoming a charitable trust, the Wey & Arun Canal Trust in 1973. The aim of WACT is to see the complete restoration of the Wey & Arun Canal from the River Wey at the Gun's Mouth to Pallingham on the River Arun, a length of 36km with 27 original locks.

Since its formation WACT has undertaken a number of high-quality restoration projects with the technical and funding support of a dedicated volunteer workforce and others; resulting in vegetation clearance of over half the canal's length. Trip boats run on a section of canal from Loxwood.

In September 2005 the Canal Completion Strategy Steering Group (CCSSG) commissioned Atkins to develop a Strategy Plan for the complete restoration of the canal. This Implementation Plan summarises the findings of that study.

## The Navigation

Boat movements and permanent moorings along the Wey & Arun Canal would become more attractive to boaters once the canal has been connected to the River Wey. Its proximity to the Thames suggests that it would be very popular, and an assessment of its potential usage has been completed based on reference to similar existing canals including the Basingstoke and the Wey Navigation. At the northern end, usage would be high, especially if a marina and moorings are available between Gun's Mouth and Bramley; beyond Bramley there would be a strong interest to reach the summit and the Onslow Arms pub at Loxwood. However, boat traffic would reduce beyond this point due to difficulties in navigating the River Arun. The following table gives an (upper) estimate on annual and peak month boat movements.

Canal Reach	Annual	Peak Month
To Bramley	10,000	2,000
To Loxwood	5,000	1,000
To Newbridge	2,500	500
To Pallingham	1,000	200

The proposal is to enable a wide diversity of boat types to be able to use the canal, from canoes and day boats, narrow boats to Thames cruisers. The historical locks have dimensions of 20.9m by 3.7m and could pass the majority of, current day, boats with the exception of the very largest narrow boats. There would also be a restriction on the number of cruisers and larger vessels which could be accommodated in existing locks at any one time. To improve efficiency, and in particular the ability to lock share, at relatively little increase in investment, the proposal is to construct all new locks at a slightly larger size of 22m by 4.6m.

Other parameters to guide restoration activities and provide high quality and accessible boating are as follows:

- Maximum length of vessel – 22m.
- Maximum width of vessel – 4.m
- Minimum channel depth – 1.2m.
- Minimum bridge head draft - 2.15m.
- Typical time through lock – 15 minutes.

The existing route already has a number of good facilities for boaters including a number of local mooring areas at the Gun's Mouth and at Loxwood, public houses alongside the canal including the Three Compasses and Onslow Arms and access amenity via the Downs Link (linking the North and South Downs Way).

To support a future increase in user demand, there will be a need for marinas, moorings, depots and maintenance facilities along the canal. There are opportunities for improved entertainment and leisure through restaurants, public houses and shops at urban areas close to the canal including Shalford, Bramley, Womersley and Loxwood.

The Strategy Study has identified possible opportunities for marinas or boat facilities at Shalford, and Dunsfold. Opportunities exist to create areas on canalside moorings along the length of the canal, but, in particular, within and close to the urban extents of Shalford, Bramley and Loxwood. Moorings may also be located to allow access to areas of particular interest such as the Surrey Hills Area of Outstanding Natural Beauty, Downs Link Path and Lording's Lock Waterwheel.

## **Recommended Route and Works**

The following section sets out the proposed vision of the restored canal, subject to landowner and planning authority permissions.

Following the Wey Navigation southward through Guildford, the entrance to the Wey & Arun Canal is on the left bank. The new canal now follows the Cranleigh Waters, with the historical canal now given over to moorings. Passing below the A281 Stonebridge road bridge, the canal follows the Cranleigh Waters as far as the Downs Link Bridge, where it diverges onto its original alignment. Having navigated the replacement Stonebridge Lock, the canal continues toward Tanyard Lane Bridge, running parallel to the former Guildford to Horsham railway line and Downs Link path and passes below the bridge arch. On navigating the next replacement lock, the Cranleigh Waters is rejoined just upstream of Gosden aqueduct and between here and Station Road the canal passes through an area of rejuvenated habitat and sensitively restored waterway. At Station Road, the bridge has been rebuilt to allow navigation and the canal continues through an area of sensitively restored waterway (and 3 new locks) to rejoin the historical alignment in the vicinity of Birtley Green.

Southward from here, the canal principally follows the historical alignment. Having navigated Fanesbridge and Rowly locks, the canal passes into the summit pound and water storage areas, to supply the canal throughout the summer months, can be seen on either side of the canal. At Elmbridge, the road has been realigned to the south and the canal passes below the new road bridge.

South of Fast Bridge (A281), the restored leat, supplying water to the canal from Vachery Pond enters on the left and a new residential development can be seen on the right on what was formerly the Dunsfold aerodrome. The historical canal is left behind at Tickners Heath, to enter a new section, built to avoid the Chiddingfold Forest Site of Special Scientific Interest (SSSI), after other routes proved unviable. This new 2.6km section includes a 0.5km

section of tunnel and 3 new locks to rejoin the historical canal at Gennet's Wood Lock.

From here, the canal continues southward to join a section of canal, the first section made fully navigable by the Wey & Arun Canal Trust, at Loxwood and passing the Onslow Arms and Drungewick aqueduct. Continuing southward, below the new Hope Bridge, the canal runs alongside the River Arun passing below the rebuilt Newbridge road bridge and on toward Lording's Lock complex. A waterwheel constructed on the original site of one used to supply water from the River Arun to the canal can be seen operational alongside Orfold Aqueduct.

The canal then passes over the River Arun on an aqueduct and onward toward Pallingham. Along this reach and adjacent to Lee Farm Lock, environmentally sensitive works have been completed to prevent natural migration of the River Arun undermining the canal.

Pallingham lock forms the terminus of the Wey & Arun Canal and the junction with the River Arun on the journey toward the south coast. A winding hole provides the means for boaters to return towards the River Wey.

## **Water Resources**

Historically, the water level in the Wey & Arun Canal was maintained from a reservoir near its summit at Vachery pond. This facility is now in private ownership and not linked to the canal.

Reinstatement of the canal will require a source of water to allow for lockage, losses due to evaporation and seepage, which has been estimated at 2,300,000,000 litres per annum. During the months May to September, when usage and evaporation are highest, the demand is 330,000,000 litres per month.

A large part of water losses is simply through water passing down through the locks during lock operation. A simple but effective way to minimise this loss is to backpump water between pounds. Whilst incurring both capital and running costs, this greatly reduces the absolute requirement and conserves scarce water resources.

By installing backpumping at all locks, the water requirement is reduced by 75% to 580,000,000 litres per annum and 85,000,000 litres per month during the peak months. The running cost for power with this approach is estimated at £30,000 per annum.

To meet the remaining demand, the future supply will need to come from reservoir detention of excess winter surface flows from the Cranleigh Waters and River Arun. This supply would then be used to feed the canal throughout the summer months. The possible options are to reinstate the original supply reservoir at Vachery Pond, to develop supplementary ponds as part of the possible development at Dunsfold, to develop new reservoirs in the vicinity of Rowly and to develop a series of existing smaller ponds in locations near the route of the canal. Progress should be made to maximise the capacity of Vachery Pond, where a usable depth of 4m would be sufficient to provide an annual supply for the whole canal.

Losses from the canal will be minimised by using puddled clay or impermeable membranes along the reaches of the canal, placing seepage cutoffs at the locks and structures.

Fresh water and sanitation facilities will be required at moorings and other sites along the canal.

## **Strategic Environment Assessment**

Consideration of environmental issues is a key driver in the restoration of the Wey & Arun Canal. The proposed corridor has a diverse character ranging from urban to farmland, forests and ancient woodland. There are tracts of land which are designated for their environmental quality and areas which have plans in place to improve biodiversity. The Cranleigh Waters and the upper reaches of the Arun are both rivers of high quality for fish and diverse habitats; the interaction between boating and these rivers will require a sensitive approach. The most significant designation along the canal corridor is Chiddingfold Forest SSSI (including Sidney Wood), which is designated for its ancient woodland. The canal itself is an entry in the Sites and Monuments Register.

Potential issues raised by the environmental scoping included: impacts on designated areas, opportunities for improved habitats, flora and fauna along the corridor, spread of non-native species across the watershed, management of water flows in the rivers, potential changes to flood risk, opportunities for landscape enhancement, recognition of old structures and creation of footpaths, nature walks and cycle paths.

A key issue will be the development of positive relationships with all the landowners and local stakeholders. In some areas, the canal passes through (or in close proximity to) private gardens, requiring agreement from a number of landowners within a short reach; in other areas, agreement may be required from a single landowner.

Taking account of these various environmental factors, a series of 'strategic environmental assessment' objectives shall be applied to the restoration; These cover:

- protection and enhancement of biodiversity of flora and fauna;
- maintaining water flows,
- avoiding irreparable fragmentation of important habitats;
- water quality and fishery stocks in the rivers;
- enhancement of landscape character;
- protection of soil resources and quality;
- improvement of leisure facilities;
- enhancement of features of archaeological interest;
- maintenance of access for landowners ;
- minimising vehicle movements during construction.

Knowledge of the environmental constraints and the aim of meeting these environmental objectives has been central to developing the plan for restoration of the canal.

For the vast majority of the canal, the restoration plans are entirely consistent with the environmental objectives, with opportunities to improve habitats, create access for leisure, etc. There are two locations, however, where the environmental constraints on options were significant. In these areas, it was necessary to recommend measures that have potentially sensitive impacts on the environment and will require further consideration of sensitive mitigation and opportunities for enhancement. These are briefly explained below.

At Bramley, housing has now covered the original route of the canal. The possible routes for a new alignment will require works either to the former railway line (now the Downs Link path) or to the Cranleigh Waters. The recommendation of this assessment is that the use of the Cranleigh Waters offers the least overall impact whilst offering the greatest environmental opportunities.

At Sidney Wood, the route of the original canal is included in an area of woodland designated as a SSSI. Our recommended route, therefore, takes the future canal away from the woods and clear of this important and unique environmental feature.

## Construction Costs

The commercial reality of reopening the Wey & Arun Canal is estimated at £93,000,000. A high-level estimate of the cost of principal activities required to complete the restoration and renewal of the canal appears below.

Item	£k
Gun's Mouth to Rowly	£24,800
Rowly to Sidney Wood Lock	£15,600
Sidney Wood Lock to Southland Lock	£21,600
Southland Lock to Drungewick Lock	£2,600
Drungewick Lock to Newbridge	£7,000
Newbridge to Pallingham	£14,900
Water Supply	£6,500
<b>Total</b>	<b>£93,000</b>

For detailed information on estimation of cost please refer to the supporting Engineering Plan.

Given the relatively high level of uncertainty at this stage an allowance for project risks of 60% has been included. While this may seem high, it is

recognised within the construction industry that this is an appropriate level to assign to a project of this type.

In real terms, some items of the work costed may be carried out by voluntary contributions from WACT. However, any savings from this source have not been included in estimates of total cost.

## **Economic Opportunities**

The restoration of the Wey & Arun Canal will add significant value to the local and regional economy through a whole range of activities, be it the investment in direct and indirect construction activities related to canal restoration or through a canal boat user having a drink in a waterside public house.

The primary economic activities arise from three sources which are briefly discussed:

1. the investment associated with the construction works;
2. the increase in the amount of money visitors spend in the area; and
3. the commercial opportunities which arise from the waterway.

Whilst the cost of the construction works is a direct cost for the scheme, a significant part of that investment passes directly into the local and regional economy through local purchases of equipment and material, through local hiring of labour and equipment. In simple economic terms, it is estimated that 35% of the investment goes into improving the local economy.

The increase in the amount of money spent in the area derives from water-based recreation activities, such as hire and private boats, trip and restaurant boats, canoeing and angling; and land-based recreation activities such as walking, cycling, horse riding, sightseeing, picnicking and bird watching. It is estimated that the canal would accommodate 20 to 30 hire boats and 800 private boats generating income from hire charges, maintenance, licence and mooring fees, and personal expenditure. Day trips to the canal will generate substantial local spending by walkers, cyclists and on boat trips/ restaurant boats, attracting up to 10,000 passengers every year.

The commercial development opportunities associated with the scheme include the provision of facilities for use of the waterway and canalside developments. These could include new marinas/ pubs/ restaurants at Bramley, Dunsfold, and Elmbridge and enhancement of existing pubs: Three Compasses, Alfold; Onslow Arms, Loxwood; Limeburners, Newbridge; White Hart; Stopham and at Shamley Green, Shalford, Bramley and Wonersh.

In addition, there are a number of non-financial benefits generated by the canal; these include: training, education and awareness, health, community and social inclusion, volunteering and environmental enhancement.

Source of benefit	Value (£k per annum)
Hire boat fee and daily spend	600
Private boat maintenance, moorings, licences, daily spend	3,450
Day trips and Boat Restaurant, daily spend	200
Day visitors	1,580
<b>Total</b>	<b>5,830</b>

A financial model has generated a benefit/cost ratio for the restoration based on a spread of construction costs over 20 years and an increasing level of benefits over the same period. This results in a positive benefit to cost ratio of 1.78. That is, for every £1.00 invested the canal generates £1.78 for the community.

## Funding Sources

WACT makes a significant contribution to the local community through its fund raising, its positive community role as a major voluntary organisation and as a generator of leisure and environmental opportunities. In terms of construction costs, it is a highly efficient organisation as it relies very heavily on volunteer labour and 'in kind' donations of equipment and material. The requirement for hard finance to undertake construction is in the order of 50% of the actual costs due to the voluntary nature of their approach.

To complete the restoration, the Trust will need to consider obtaining funding from a range of sources. The opportunity for funding canal projects is now discussed.

- The Regional Development Agency (SEEDA) is an important stakeholder; whilst they are unlikely to provide significant capital funding for restoration, they offer a range of support to WACT and provide valuable networking links with potential developers.
- The Waterways Trust Small Grants Scheme offers grants which are unlikely to exceed £5,000.
- Navigation authorities in England and Wales include British Waterways/Environment Agency/National Trust. In certain circumstances these authorities can be sources of match funding and expertise and have great influence with planning and other statutory bodies. These bodies can often access third-party funds even if they have no core funding themselves.
- There are sources of lottery funding including the Big Lottery Fund (formerly the New Opportunities Fund), Active England, Awards for All and Breathing Places.

A key source of contributions will be the private sector, developer contributions and business sponsorship. As part of the restoration, it is important the Trust works closely with the local planning authority to obtain funding for the canal through Section 106 agreements whereby developer

contributions are agreed as part of the arrangements for granting planning permissions.

WACT has long benefited from the efforts and expertise of its volunteers and from voluntary donations. These benefits in kind can be used as match funding for other sources. Bodies such as HLF set out specific rates at which manual and professional services can be costed towards matching funding requirements. Other possible sources of free (or cheap) labour are open prisons, the probation services, Duke of Edinburgh Awards scheme, British Trust for Conservation Volunteers (BTCV), the Waterway Recovery Group (WRG) and the range of government schemes for enabling those out of work to help in the community.

New funding sources are constantly emerging, each with a different focus, and these opportunities should be identified and acted on as they arise.

## **Navigation Authority & Management**

Once restored and linked to the River Wey Navigation, the Wey & Arun Canal will require maintenance and management. While WACT has a strong management structure, it is only one option for managing a workforce and handling the level of income and expenditure incurred in the day-to-day operation of the waterway. There are a number of different approaches to the future management of the canal that the Trust should explore, these include:

- Owned and managed by British Waterways;
- Owned and managed by the Environment Agency;
- Owned by local authorities or charitable trust, managed by British Waterways (BW) or Environment Agency;
- Owned and managed by local authorities or charitable trust(s).

The Implementation Plan has identified and discussed both positive and negative attributes of each approach. It was concluded that retaining ownership of the canal with the local authorities, or a charitable trust, while contracting management and operation to BW, would be the most attractive option. Discussion as to when BW become involved is required, as restoration would need to be undertaken to their standards. Dialogue with BW would be appropriate before major works are undertaken.

In summary, management of the restored canal and regulation of its usage, through appropriate licensing, must centre on engaging with the relevant parties.

## **Phasing of the Works**

The success of the restoration is dependent on reconnecting the Wey & Arun Canal to the Wey Navigation. The phasing of works is therefore aligned with achieving this connection as soon as practical by restoring the canal southward, from its junction with the Wey. However, in establishing this principle, the phasing programme takes account of the fact that the northern section of the canal includes a complex element of the works. Therefore the

plan includes sections of 'continuity works'; these elements are likely to be less complex and within the capabilities of the WACT voluntary force.

A further key issue is to address environmental matters as an input into the works, so these constraints are highlighted. The aim is to complete the restoration over 6 phases, concluding with restoration of Pallingham lock.

Proposed Works	Environmental Considerations	Commentary
<b>Phase 1</b>		
<p><b>Priority Works</b> From the River Wey open up navigation through to Tannery Lane Bridge.</p> <p><b>Continuity Works</b> Extend existing Loxwood Reach north through to Gennet's Wood (Lock 9).  Extend existing Loxwood Reach south through to Newbridge.</p> <p><b>Water Resources Development</b> None</p> <p><b>Economic Opportunities</b> Develop new moorings between Gun's Mouth and Stonebridge on historic canal and navigable Cranleigh Waters. Develop marina at Shalford Develop moorings along restored canal between Downs Link Bridge and Tannery Lane Bridge Opportunities for increased leisure, moorings and stopping bays at Loxwood.</p>	<p>Rejuvenation and creation of new habitat along canal corridor to ensure long term environmental sustainability.</p>	<p>Consultation with Environment Agency, Natural England and others, on making parts of Cranleigh Waters navigable and development of reservoirs linking to potential flood risk management opportunities.</p> <p>Detailed Feasibility Studies to develop sustainable solution to making parts of Cranleigh Waters navigable.</p> <p>Consultation with landowners along the canal and in particular at Shalford, Bramley, Run Common, Rowly and Vachery Pond.</p>

Phase 2		
<p><b>Priority Works</b> Develop Navigation from Tannery Lane Bridge to Fanesbridge Lock (18) (i.e. the main works past Bramley).</p> <p><b>Continuity Works</b> Develop reach from Fanesbridge Lock (18) to Elmbridge.</p> <p><b>Water Resources Development</b> Develop 'Multipurpose Storage Reservoirs' at Run Common &amp; Rowly to feed navigation from Elmbridge to River Wey - maximise storage and flood detention opportunities.</p> <p><b>Economic Opportunities</b> Opportunity for moorings giving access to Bramley between Wonersh Bridge and Bracken Close (upstream of Station Road) Opportunities to link with youth &amp; leisure activities within community Opportunity for rural moorings between Fanesbridge Lock and Elmbridge</p>	<p>Rejuvenation and creation of new habitat along canal corridor (and navigable Cranleigh Waters) to ensure long-term environmental sustainability.</p>	<p>Explore opportunities for public/ private finance to develop 'Multi-purpose reservoirs'.</p> <p>Explore opportunities to develop water storage/ marina in advance of completion of possible new residential development at Dunsfold.</p>

Phase 3		
<p><b>Priority Works</b> New road alignment and new bridge(s) at Elmbridge.</p> <p><b>Continuity Works</b> New road bridge (A281) at Fast Bridge. Develop reach from Elmbridge to the Three Compasses Inn.</p> <p><b>Water Resources Development</b> Reinstate Vachery Pond's link to canal summit pound. Optimise Vachery Pond for maximum storage and flood detention opportunities. Develop Dunsfold Marina.</p> <p><b>Economic Opportunities</b> Opportunity for rural moorings between Elmbridge and Three Compasses Inn. Opportunities for moorings and links to Three Compasses Inn. Opportunities to link with woodland walks, nature paths, youth and leisure activities.</p>	<p>Explore further opportunities for environmental enhancements and opportunities related to water storage area developments.</p>	<p>Feasibility Studies to develop catchment separation options.</p> <p>Opportunities for public/ private finance for new road alignment at Elmbridge.</p> <p>Renew consultation with Natural England and others on Sidney Wood link.</p>

Phase 4		
<p><b>Priority Works</b> Possible Sidney Wood Diversion and link canal from Summit Pound in vicinity of Tickners Heath to Gennet's Wood (Lock 9) if an acceptable route through Sidney Wood can't be identified.</p> <p><b>Continuity Works</b> Investigate need for construction of catchment isolation lock(s) at watershed on summit pound.</p> <p><b>Water Resources Development</b> Investigate development of new water storage areas in Arun catchment.</p> <p><b>Economic Opportunities</b> Opportunity for rural moorings between Three Compasses Inn and Loxwood. Opportunities for moorings and links to Onslow Arms Inn. Opportunities to link with woodland walks, nature paths, youth &amp; leisure activities.</p>	<p>Seek opportunities for creation of new habitat to ensure long term environmental sustainability.</p>	<p>Continue consultation with Natural England and others on Sidney Wood link.</p> <p>Initiate detailed feasibility studies to develop link past Sidney Wood.</p> <p>Start negotiations on possible replacement of Newbridge road bridge.</p>

Phase 5		
<p><b>Priority Works</b> New road bridge (A272) at Newbridge.</p> <p>Complete restoration of Lording's Lock, repositioning of existing weir on Arun and possible construction of new aqueduct.</p> <p><b>Continuity Works</b> Develop waterway between Newbridge and Pallingham</p> <p><b>Water Resources Development</b> Investigate development of new water storage areas in Arun catchment.</p> <p><b>Economic Opportunities</b> Opportunity for rural moorings Opportunities to link with woodland walks, nature paths, youth &amp; leisure activities.</p>	<p>Include fish pass in new weir at Lording's Lock complex and seek opportunities to enhance long-term environmental sustainability.</p>	<p>Opportunities for public/ private finance to replace Newbridge.</p>

Phase 6		
<p><b>Priority Works</b> New lock(s) at Pallingham linking to River Arun.</p> <p><b>Continuity Works</b> Provide means of turning and overnight mooring near Pallingham.</p> <p><b>Water Resources Development</b> None</p> <p><b>Economic Opportunities</b> None</p>	<p>Sensitive development in light of proximity to SSSI.</p>	<p>Consult with Environment Agency and Natural England on opportunities for improving navigation on the River Arun.</p>

## The Strategy Study

The Strategy Plan was completed between September 2005 and September 2006; during that time technical studies were completed and extensive stakeholder consultation undertaken.

The Atkins team was Ian Heijne (Project Director), Ian Callender (Project Manager) Patrick Moss (Canal Specialist), Cristina West (Environmental Team Leader) and Helen Stockham (Water Resources Team Leader).

Input was received from the WACT management team of Anthony Woolhouse (CCSSG Chairman and WACT Trustee), Turlough Bamber (WACT Restoration Manager and WACT Trustee) and Chris Harrison (WACT Project Manager) and from other Trustees and Anthony Pratt.

The following stakeholders contributed to the study:

- Natural England;
- Environment Agency;
- South East England Development Agency (SEEDA);
- Horsham District Council;
- Surrey County Council;
- Waverley Borough Council;
- Chichester District Council;
- Inland Waterways Association;
- West Sussex County Council;
- The National Trust;
- Surrey Wildlife Trust;
- West Sussex Wildlife Trust;
- Guildford Borough Council.

The draft findings were presented to the Wey & Arun Canal Completion Strategy Steering Group (CCSSG) and to the WACT Autumn Meeting on the 28<sup>th</sup> October 2006.

Full details of the study may be found in the following documents:

1. Supporting Study 1 – Navigation Plan (Atkins Ref. 5040379 DG 72 023);
2. Supporting Study 2 – Water Resources Plan (Atkins Ref. 5040379 DG 72 019);
3. Supporting Study 3 – Engineering Plan (Atkins Ref. 5040379 72 DG 031);
4. Supporting Study 4 – Strategic Environmental Assessment – Environmental Report – 5040379 72 DG 033);
5. Supporting Study 5 – Social & Economic Analysis (Atkins Ref. 5040379 72 DG 033).



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