

A proposed reservoir in the Fens

Phase three consultation feedback summary



Summer 2026

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Our design proposals

The design of the main reservoir site has been carefully developed to showcase how the reservoir could become a destination and an exciting new landmark.

The reservoir will be centred around water, inspired by its surroundings, and deeply rooted in its natural setting.



About the project

Anglian Water working in partnership with Cambridge Water is proposing a new reservoir in the Cambridgeshire Fens that will secure water supplies to meet the needs of future generations, while helping to protect our most precious environments. The new reservoir will supply enough water for up to a quarter of a million homes every year.

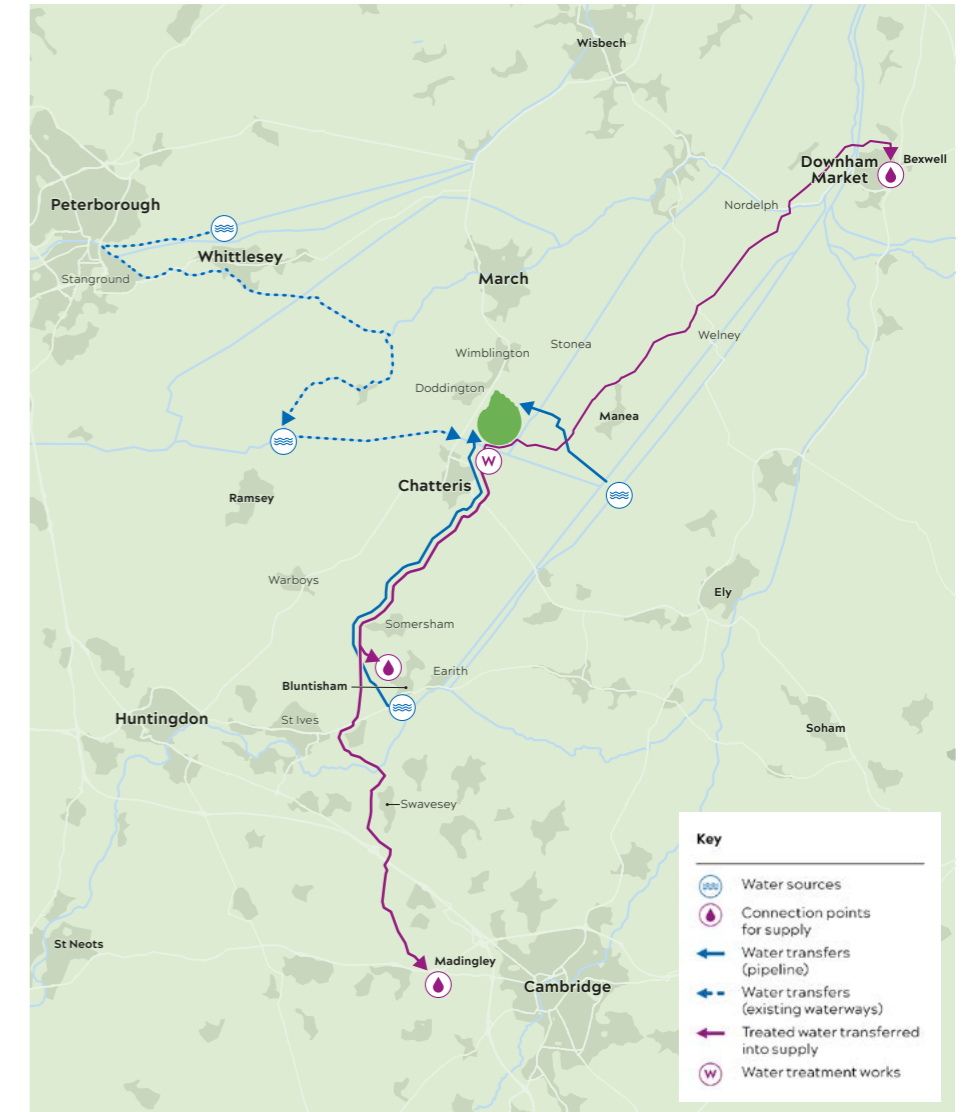
Our vision for the project goes beyond just building a reservoir. We want to create a place where people, nature and water come together. That means creating space for wildlife, such as wetlands, alongside enabling new recreational and educational facilities and natural places for people to explore. It also means creating new jobs and providing opportunities for local businesses and tourism.

The proposed reservoir is located between Chatteris and March, near to Doddington, Wimblington and Manea. Since selecting a site for the reservoir, we've been working hard to develop our proposals for its design, and for the infrastructure needed to get water to and from the reservoir.

Thank you for your feedback

We held our third phase of consultation from October to December 2025. Thank you to everyone who provided their feedback, came to our events and engaged with the information on our website and at our briefings.

This indicative map shows the water sources we think we would use, how we could transfer water to the reservoir, and then where the treated water would be sent into supply.



We understand that our proposals will have an effect on landowners, homeowners, and nearby communities. We are committed to working with all these stakeholder groups as the project develops, and it was great to hear all views on our emerging proposals.

Your comments will help us to further develop the project, including shaping the benefits it could create for people and the environment and how we can seek to minimise impacts.

The feedback we received during our phase three consultation is really valuable to us, and we've learnt a lot from what people have told us.

This summary report shares what we heard from the feedback we received and how we will be using this to shape our proposals ahead of our next phase of consultation.

About us

About Anglian Water

Anglian Water supplies water and wastewater services to almost seven million customers in the East of England and Hartlepool, employing around 5,000 people in the region.

As a purpose-led business, we recognise we have a huge opportunity and responsibility to contribute to the environmental and social wellbeing of the communities we serve. As one of the largest energy users in the East of England, we have committed to achieving operational net zero by 2030, in accordance with the water industry route map.

Anglian Water is investing heavily today to help prepare for tomorrow. We continue to lead the water sector in tackling leakage, exceeding our regulatory targets for over 10 years running.

Work is already underway on a half-billion-pound investment to lay hundreds of kilometres of new, interconnecting pipes to bring water from the wettest areas in the north of Lincolnshire to the drier areas in the south and east of our region.

We are also installing over one million smart meters in customer homes, and delivering a multitude of abstraction reduction programmes, protecting precious chalk streams and rivers.

About Cambridge Water

Cambridge Water supplies high-quality drinking water to around 351,000 people in and around the city of Cambridge.

Our operating area extends from Ramsey in the north to beyond Melbourn in the south, and from Gamlingay in the west to the east of Cambridge city.

We have provided an essential service to customers since 1853, when we were founded in the interests of public welfare to supply clean water. Our small size and strong local focus mean we are firmly embedded in the communities we serve.

As well as putting customers' needs at the heart of all our decision-making, we actively work in partnership with our local communities. We also act as the guardians of our assets, building resilience with regular investment.

And we run an efficient business that is in everyone's interests.

Over the next five years, from 2025 to 2030, we will deliver our largest-ever investment programme, spending £926 million to protect water supplies, improve our customer service, enhance the environment and safeguard the resilience and health of our infrastructure.

Why the reservoir is needed

We face growing challenges to supply. Our region is low-lying, one of the driest in the UK, and especially vulnerable to a changing climate. Drought is set to become more common amid hotter, drier summers, and intense rainfall events more frequent.

We have many precious ecosystems – such as chalk streams – that need protecting. And if we're to protect the natural environment, we cannot continue to take water from these sources.

What's more, population growth projections for Cambridgeshire are among the highest in the UK, so we need to make sure enough water is available to support this growth sustainably. Even with all of the measures we are planning to address leakage, reduce demand, and improve water efficiency, our assessments show new water resources are still needed.

We need to deliver a range of new resources such as water recycling and desalination, as well as new reservoirs, if we're to meet future demands for water.



From as early as 2036, the proposed reservoir in the Fens could begin supplying enough water for over 250,000 homes every year, helping meet future demands without putting more strain on the environment.

Find out more
 You can read **Anglian Water's WRMP here**, and **Cambridge Water's WRMP here**.



Providing enough **water** for around **250,000 homes** every year

Reducing demands on existing water sources to help **protect the environment**

Securing a **reliable supply** ensuring water for future generations amid a changing climate

Our phase three consultation

Our phase three consultation took place between 15 October and 10 December 2025. We worked closely with stakeholders and the public to discuss our proposals, answer questions and encourage feedback.

Our phase three consultation focused on our:

- Updated proposals for the main reservoir site
- Proposals for the water sources and water supply infrastructure
- How we propose to construct the project
- Approach to the environment
- Early plans on providing renewable power for the reservoir

Our phase three consultation materials

Main reservoir site brochure

Information on our phase three design proposals for the main reservoir site.

Associated water infrastructure brochure

Information on our proposals for the infrastructure needed to transfer water to and from the reservoir and in to supply.

Our Supporting Environmental Information Report

An early assessment of the potential environmental effects of the proposals and emerging ideas on how we could mitigate these.

Our Design Refinement Report

Further technical detail on our phase three proposals.

Our factsheets

Our socio-economic strategy, proposed trial embankment, and approach to water quality.

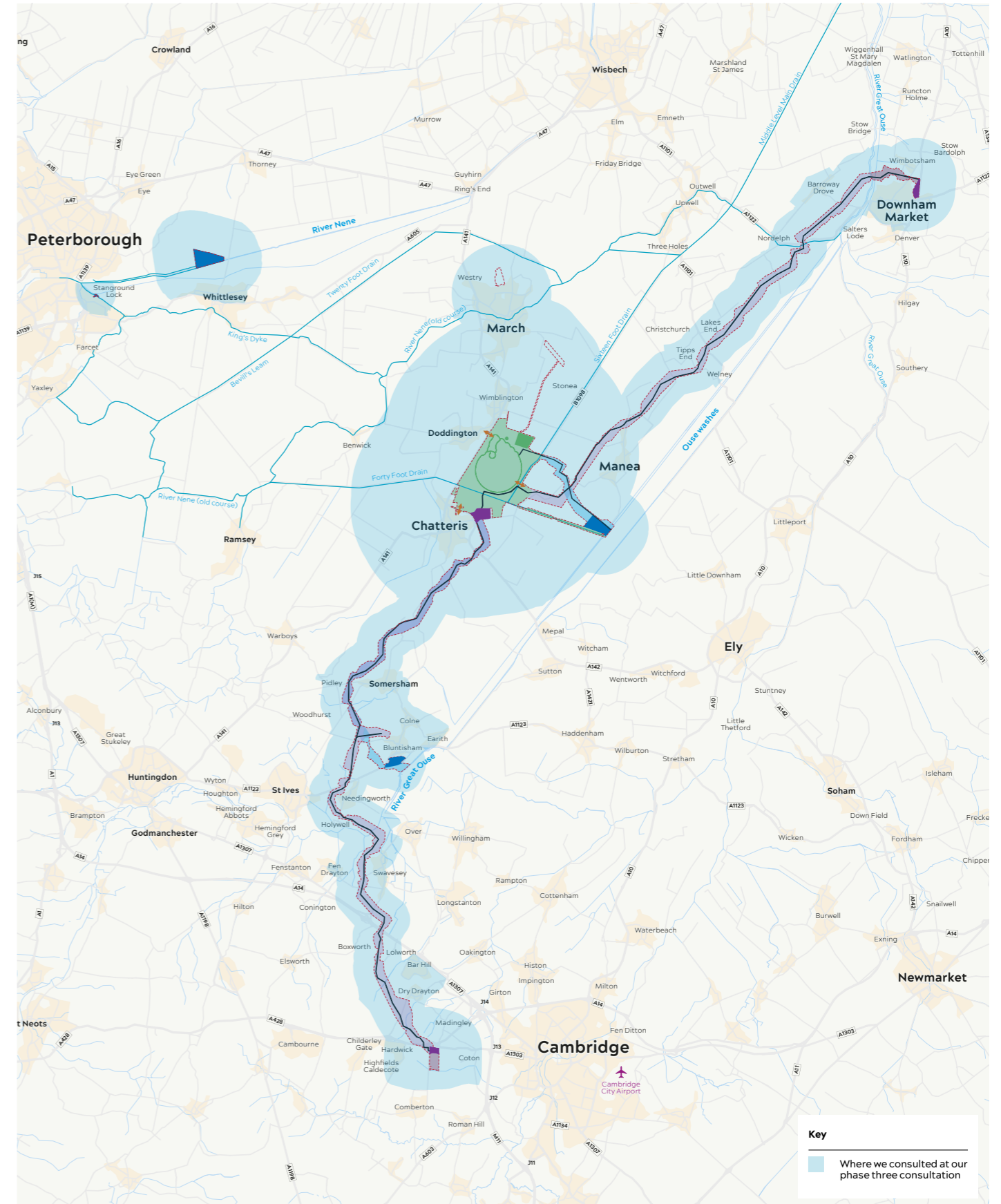
How you got involved

800+
attendees
at our consultation events

18,720
website visits

438
feedback
submissions

This plan shows our consultation zone and the areas where we consulted.

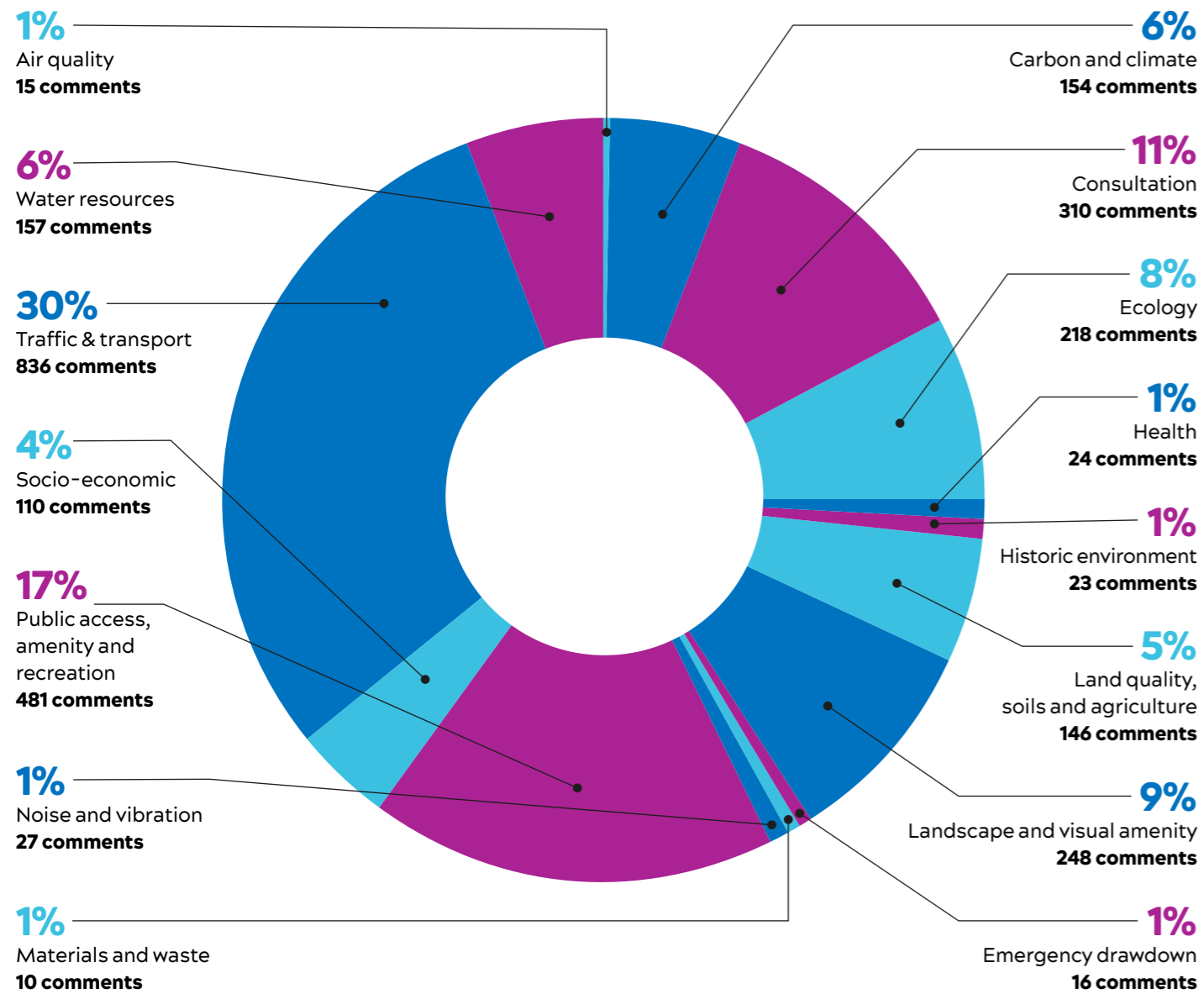


Your feedback

Your local knowledge is very valuable to us. It helps us to further understand any potential impacts and opportunities associated with the reservoir site and the areas we've identified for its connecting associated water infrastructure.

Key themes in your feedback about the main reservoir site

There were many different topics that people commented on in response to our updated design for the main reservoir site.



Please note that these numbers are rounded to the nearest whole percent.

What you would like us to consider in our reservoir proposals



Potential impacts on local land and home owners



Minimising disruption and noise during the construction period



The effects of the project on local businesses



Safe access to the reservoir



Good connectivity and parking



Construction timing and impact on local areas and traffic

What you would like us to consider in our associated water infrastructure proposals



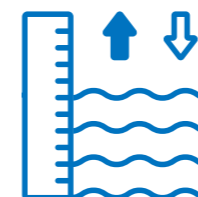
Potential impacts on local land and home owners



Construction timing and impact on local areas and traffic



Location, screening, and potential impacts of the water treatment works



Impacts on water levels



Risks to soil quality from the construction of the associated water infrastructure



The potential effects of water infrastructure on local villages

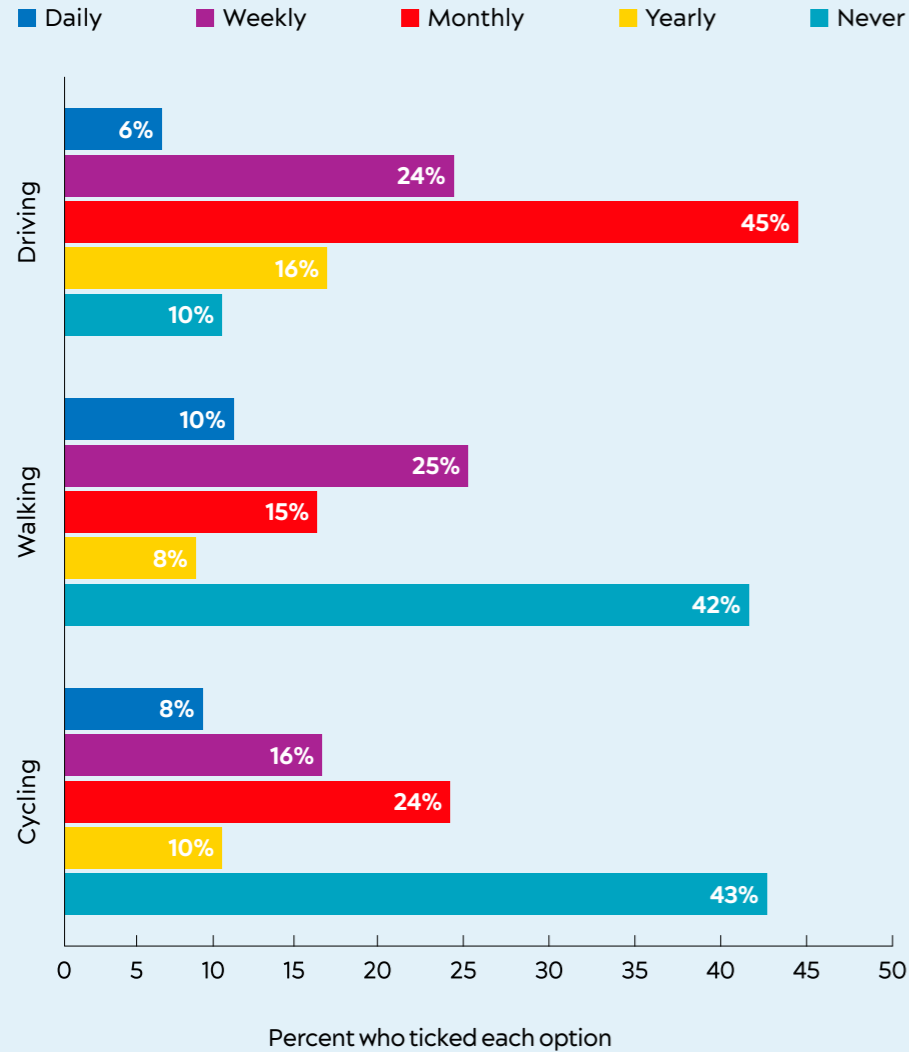
Travelling to the reservoir

The vast majority (90%) of people indicated that they would drive to the reservoir at least annually, and nearly half (45%) would drive there monthly. People were less likely to say they would walk or cycle to the reservoir with over two in five people saying they would never walk or cycle to the reservoir.

Recreational activities at the reservoir

Once at the reservoir, people indicated that walking, running and cycling were important to them, with fewer people indicating that horse riding and angling were important.

If you were to visit the reservoir site please indicate, for each of the following ways of travelling to the reservoir, approximately how often would you visit?



While we have shown how many responses we received on different topics, we will look carefully at what people have said, not just how many times a point was raised. Feedback will be considered based on how it helps us meet the region's water needs, offers good value for customers, and can realistically be approved and delivered.

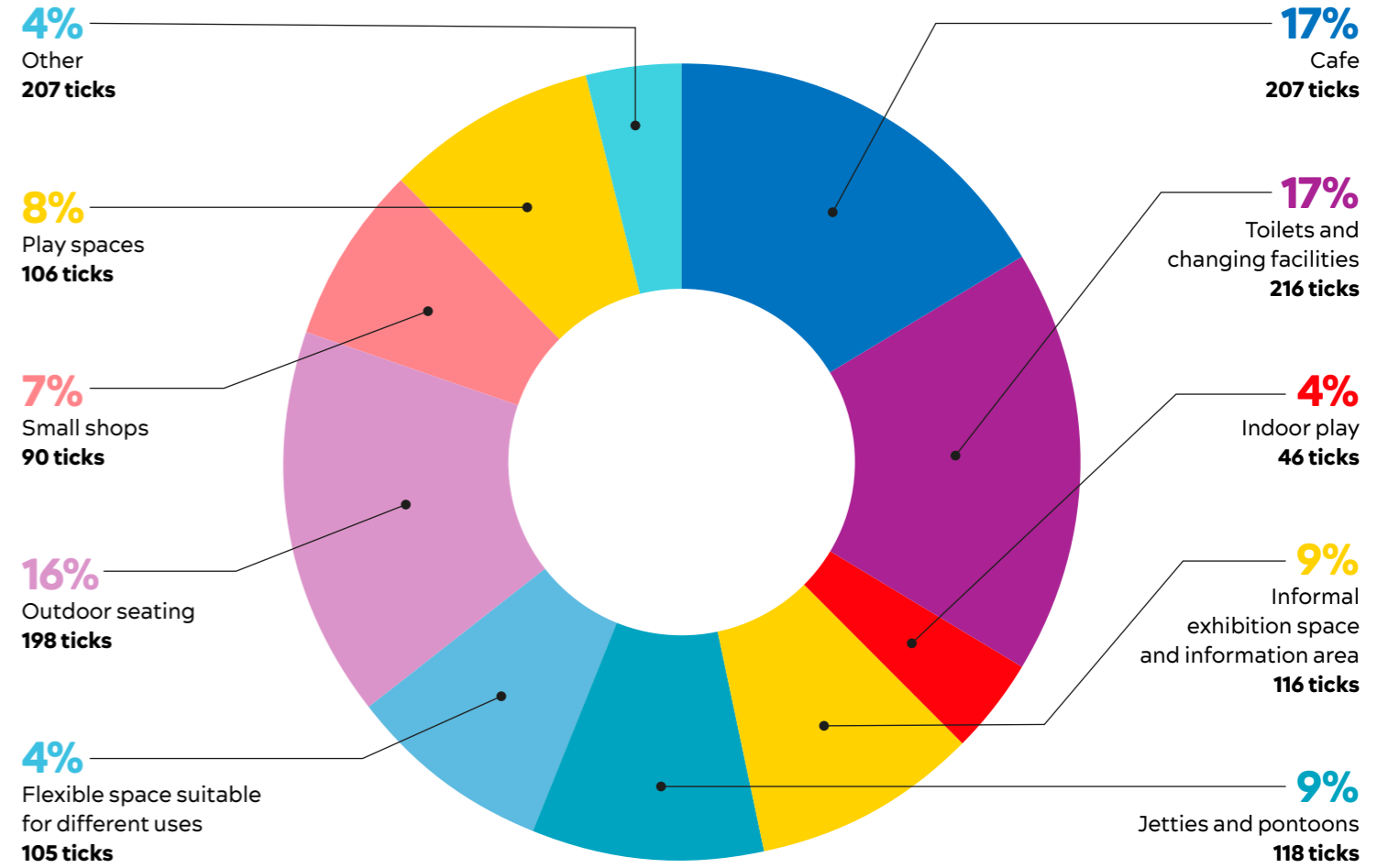
The Recreational Hub

When indicating the features you would most like to see included in the Recreational Hub, a cafe, toilets and changing facilities, and outdoor seating were the most popular options.

Some people suggested other ideas such as horse riding routes, windsurfing, camping facilities and a nearby bus stop at the reservoir for access. You would also like to see nature observation areas, mountain biking, and bird watching.

Our proposals for this area include the main visitor centre and lagoon – which features would you most like to see included?

Number of times option was ticked:

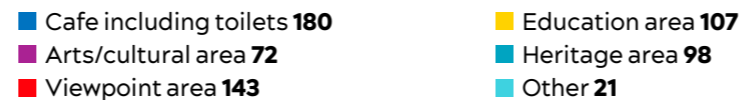


The Western Zone

When indicating the features you would like to see in the Western Zone, a cafe which includes toilet facilities, a viewpoint area, and an area for education were the most requested.

Our proposals for this area include a secondary visitor hub to provide amenities for people arriving from Chatteris. The type of features we are considering are below. Which would you most like to see included?

Number of times option was ticked:



The Eastern Zone

When selecting the features you would like to see in the Eastern Zone, many people requested a coffee and tea truck, bird hides and boardwalks, and toilet facilities.

Our proposals for this area include a smaller visitors hub, to fit in with this being a quieter area where nature is the focus. The type of features we are considering are below. Which would you most like to see included?

Number of times option was ticked:



What you told us

In the following pages we summarise what you told us and what we're doing in response as we develop our plans.



Emerging design for the reservoir site

Our phase three proposals for the reservoir site set out the overall look and feel of the design, including how the reservoir could provide a nature-led destination with space for recreation, walking and cycling routes, and visitor facilities.

We also shared our early ideas for how people would access the site, both by road and by walking, cycling

or horse riding from nearby towns and villages, and how parking might be provided across the site. Alongside this, we explained that our plans are still developing and will be shaped by further technical, environmental and transport assessments, including the Environmental Impact Assessment, as well as ongoing feedback from local communities.

For more information, you can read our approach to the environment factsheet [here](#).

We're also aware that our proposals may have some significant local impacts in places, and we will continue to work with landowners and others who are directly affected to further understand and minimise and/or mitigate these impacts.

Topic	What people told us	What we're doing
Overall comments	<p>Many people like the overall look and feel of the emerging reservoir design and say they feel it is visually appealing.</p> <p>Feedback shows support for facilities that help communities use the site, including visitor hubs, cafes and family-friendly amenities. There was a lot of interest in water-based recreation and suggestions for boating as a recreational activity at the lagoon, as well as suggestions for education and community use.</p> <p>There's strong enthusiasm for a nature-led approach and calls to protect existing species and habitats while creating new ones with requests for more detail on what could be created as part of our nature-led approach.</p> <p>A recurring concern from some is how the reservoir will sit in a very flat landscape, particularly the height and prominence of embankments.</p> <p>Several respondents asked for further details alongside the visuals, including further facts, figures and modelling.</p> <p>Some respondents raised concerns over the potential impacts of the reservoir on Chatteris Airfield and Block Fen RSPCA Centre.</p>	<p>Protecting and enhancing the natural environment will remain crucial as our emerging design continues to be refined. We'll continue developing our environmental information, including demonstrating how new habitats will be created to increase biodiversity.</p> <p>The Environmental Impact Assessment will also be a key part of shaping what happens next. We'll use the assessment process to continue to understand more about the type and size of impacts we are likely to have, including those raised in the feedback around nature and visual impact, and how best to avoid, minimise and mitigate these impacts, as well as develop enhancement measures. At our next phase of consultation, we will share information on the findings of this process and how they are influencing our design.</p> <p>We are exploring ways to integrate the reservoir as sensitively as possible into its surroundings, including the use of planting, embankment design and groundform. We will continue to refine the design in response to your feedback.</p> <p>We recognise the importance to the local community of existing local uses and businesses like the Chatteris Airfield and Block Fen RSPCA Centre. We are committed to working with these and other organisations to identify the best possible outcomes for those affected.</p>

Topic	What people told us	What we're doing
Access by car	<p>Many respondents said the A141, A142 and nearby rural roads are already busy, with congestion at peak times. There is concern about the capacity of these roads to safely accommodate additional traffic due to reservoir users. People also raised concerns about existing road conditions, including surface wear and subsidence, and how this might be impacted by the reservoir.</p> <p>A common theme raised was junction safety, with suggestions including new roundabouts, traffic lights and requests to avoid risky right turns where possible. Others raised noise concerns and a desire to keep quieter recreation areas buffered from busy roads.</p>	<p>As we move into the next stage of design and planning, we'll use what people have told us, alongside technical work, to refine our approach to traffic routing, road safety and mitigation of any impacts.</p> <p>We'll keep developing junction and access options with safety at the forefront, using detailed traffic assessments to understand where improvements are needed. We'll continue to work with local highways authorities on our proposals to minimise impacts on the local road network.</p>
Walking, cycling, horse riding access and use	<p>Many people told us they support the proposed footbridge across the A141, commenting on the importance of being able to cross major roads safely, although a minority felt a footbridge might be under-used.</p> <p>The proposed pedestrian crossing on the A142 received less support, with several alternatives suggested. These alternatives included a toucan crossing, a Dutch-style roundabout, or an underpass, often citing usability, safety, value for money, and the ability to calm traffic.</p> <p>More generally, many people emphasised the need for safe, step-free routes for people walking and cycling to the reservoir from surrounding places, including March, Doddington, Wimblington, Chatteris and Manea. Some commented that nearby roads can feel fast and dangerous, and that non-motorised access routes should be practical and appealing, to encourage people to use them.</p> <p>People requested that any crossing and route network must work for wheelchair and pushchair users, and some raised the need to consider other users, such as horse riders, depending on intended access.</p> <p>Some people requested that crossings be designed in a way that supports wildlife movement, such as animal corridors.</p> <p>Others also highlighted the need to avoid severing existing walking routes and public rights of way that local people regularly use.</p> <p>Several responses emphasised a desire for good public transport connections, particularly bus connectivity and ensuring access for smaller communities such as Stonea.</p>	<p>As we continue our work, we'll use this feedback to further refine how people reach the site and move around it safely and conveniently. That includes continuing to test that our walking, cycling and horse riding proposals are suitable for their users and ensuring direct, usable and attractive links from the local communities.</p> <p>We will review options for safe crossings and connecting paths, considering usability (including people on horseback, where appropriate), accessibility, safety, likely levels of use, and value for money, and we'll continue discussions with the local highways authorities as designs progress. As part of this, we will explore the possibility of an underpass for the A142 instead of a signalised pedestrian crossing.</p> <p>As the design develops, we'll continue to look at how people move through the wider site once they arrive, and we'll assess where additional connections are most needed to help visitors access key areas while managing environmental impacts. This will include considering how crossings can be designed to support wildlife movements.</p> <p>As part of the next phase of work, we'll explore opportunities for public transport connectivity and keep working with local transport providers and relevant authorities, so that options can be considered alongside the evolving design.</p>

Topic	What people told us	What we're doing
Parking	<p>Many respondents want parking to be low-cost or free, with some suggesting free parking for locals. Concerns were also expressed that parking charges could discourage visitors. While improved access was welcomed, some flagged potential knock-on impacts, such as nearby villages becoming targets for overspill parking if access and parking is not well planned.</p> <p>Others said they would accept a reasonable parking charge, but only if it's clear where the money goes, such as being reinvested locally, and the payment method is straightforward, with some specifically mentioning they do not want an app-only parking system.</p> <p>People asked for parking that works for a wide range of visitors, including the use of disabled and accessible bays and space for family-sized vehicles. Several respondents flagged specific needs such as avoiding height restrictions, and providing space for coaches, horseboxes and trailers.</p> <p>Respondents requested safety measures such as well-lit parking areas, CCTV, and safe layouts, especially for people arriving early, late, or in quieter periods. Many asked for practical facilities, including EV charging, good-quality cycle parking and amenities like accessible toilets.</p> <p>Some felt there was a lack of clarity about how many spaces are being proposed and where they will be located.</p>	<p>We understand that parking needs to be planned carefully so it supports a positive visitor experience without creating knock-on impacts for nearby roads and communities.</p> <p>We'll develop our plans for parking using your feedback to ensure the overall approach to parking is proportionate, well located, and supported by clear wayfinding and management, so people know where to go. We'll also look at how parking provision can work alongside wider aims to encourage walking, cycling and other sustainable travel where possible.</p> <p>We'll also explore options for electric vehicle infrastructure.</p>
Powering the reservoir	<p>Many people expressed support for our ambition to minimise the carbon impacts of the construction and operation of the project. Others were sceptical that these ambitions could be achieved, especially without additional cost to bill payers.</p> <p>Views on our proposed plans for solar energy were varied. Some respondents expressed concern for ground-mounted solar panels due to visual impact and loss of farmland, while others stressed the need to avoid harm to wildlife, suggesting alternatives such as rooftop or solar within parking areas.</p> <p>There was general support for exploring floating solar opportunities, particularly if it could limit the loss of agricultural land, but some cautioned that this should not be done at the expense of wildlife on the reservoir.</p> <p>Several respondents also requested that the reservoir include battery storage to support renewable generation and suggested it must be carefully screened to minimise visual impact.</p> <p>Grid connection considerations were also highlighted with requests for greater clarity on how the reservoir site would connect to the electricity network and what enabling infrastructure may be needed.</p>	<p>As a business committed to being operationally carbon-neutral by 2030, it's great to hear that there is broad support for incorporating renewable technologies at the main reservoir site. This will help the project achieve the water industry's net zero routemap.</p> <p>We will continue to explore the best way to use solar panels at the reservoir, as well as how we might be able to combine this with battery storage. We'll also continue to work with the local electricity Distribution Network Operator to understand how best to connect the site to the main electricity grid.</p> <p>We understand that our proposals may have some significant local impacts in places, and we will continue to work with landowners and others who are directly affected to further understand and minimise these impacts.</p>

Associated water infrastructure

At our phase three consultation we presented our latest proposals for the associated water infrastructure.

We presented updates on the raw water infrastructure needed to draw water from each source option, as well as the treated water infrastructure that we need to treat the water stored at the

reservoir and supply it to homes and businesses. This included more information on the potential locations of the infrastructure, including abstraction infrastructure, pipelines and service reservoirs.

Water sources infrastructure

Associated water infrastructure	What people told us	What we're doing
Overall comments	<p>Respondents expressed their general support for our raw water transfer proposals. Some people particularly supported the proposed raw transfer pipeline from the Ouse Washes to the reservoir.</p> <p>Some people requested more information regarding our proposals for the water sources infrastructure and said they would find it easier to provide feedback if they had more detail.</p>	<p>This feedback, alongside further technical assessments, will help us to refine our plans, including the pipeline corridors, further. We will provide more specific information on our proposals in a future phase of consultation.</p> <p>General water quality issues are being discussed with our regulators, including the Environment Agency, and further detail will be available at a later date.</p>
Environment and water levels	<p>Some people expressed optimism that abstraction from the proposed water sources could help reduce flooding. Others are worried that the water sources infrastructure could increase the risk of flooding in areas including Somersham, requesting that more detail be provided on how flood risk will be mitigated.</p> <p>Respondents raised concerns about the potential implications the proposals could have on their land, due to existing land drainage systems, and requested confirmation that the location of the pipelines will not change at the next phase of consultation.</p> <p>Others raised comments about the use of the Ouse Washes as a source of water, and suggest that the option of supplying water along Horseway Lock by open water transfer should be considered instead. Respondents also raised the importance of carefully managing water levels at the Ouse Washes due to concerns that high water levels could create a flood risk, and low water levels could be damaging to the ecology.</p>	<p>We're committed to exploring opportunities for the reservoir to assist with local flood risk management and to ensure it does not contribute to any increased risk to river flooding both now and in the future. We are working closely with the flood authorities, who play a fundamental role in managing water and flood risk in the East of England, including the Environment Agency, local councils, and internal drainage boards.</p> <p>As we develop our water sources infrastructure proposals, we will consider all feedback alongside the findings of the technical assessments we're undertaking, and input from key stakeholders, including the Middle Level Commissioners.</p> <p>As part of this, we'll continue to engage with landowners who may be affected by our proposals to help mitigate potential impacts on their land.</p>

Water sources infrastructure

Associated water infrastructure	What people told us	What we're doing
Local impacts	<p>Some people support our proposals for a river intake and pumping station at Bluntisham, emphasising that the proposed location is positive and looks to mitigate local impacts such as noise, visual impact, access and disruption to Bluntisham. Others requested that the area within the proposed polygon where the pumping station would be located should not move any closer to the village of Bluntisham.</p> <p>Respondents raised concerns on the potential disruption to landowners, properties, and businesses that may be caused by the water sources infrastructure, such as noise disruption in local areas, with some fearing negative impacts to their individual land and property.</p> <p>Some questioned what would happen to the outfall downstream of the Dog-in-a-Doublet Lock as a result of our water supply proposals.</p> <p>Some respondents requested restoration of the Forty Foot Drain from Horseway Lock to Welches Dam and the Ouse Washes, alongside the construction of the pipeline.</p>	<p>We understand that our proposals may have some significant local impacts in places, and we will continue to work with landowners and others who are directly affected to further understand and minimise these impacts.</p> <p>As our plans continue to develop, we will be looking to work further with local parishes and communities to ensure our plans reflect local knowledge and seek to minimise and mitigate local impacts.</p> <p>Regarding the existing outfall from the Counterdrain (Nene) downstream of the Dog-in-a-Doublet sluice, we are not currently proposing to change the arrangement there, as it would still be used when our transfer is not operational. However, further details on this will be given at the next consultation.</p> <p>We currently have no plans to carry out any restoration works to the Forty Foot Drain, but are continuing to explore options to use this corridor for environmental enhancements and/or access.</p>

Water supply infrastructure

Associated water infrastructure	What people told us	What we're doing
Overall comments	<p>Respondents expressed their general support for our water supply infrastructure proposals and some urged that we pursue our plans as soon as possible. Others emphasised the importance of minimising disruption during construction of the pipelines.</p> <p>Others requested more detail of the associated water infrastructure in our consultation documents, stating that they lacked clarity at times. This included more detail on all treated water pipeline sizes, appearance, and potential impacts on local areas.</p>	<p>People's feedback, alongside further technical assessments, will help us to refine the pipeline corridors. We'll also be conducting walk-overs of the land identified for treated water transfers, working with landowners, conducting surveys and assessing options for crossings. This will help us to narrow down the pipeline corridor and refine the route. We will also continue to work with the Anglian Water and Cambridge Water's Grafham to Cambridge project team to refine the pipeline corridor alignment and ensure continued collaboration between the projects. We will provide more detail on the pipelines, pumping stations and new storage reservoirs at our next stage of consultation.</p>
Environment and water levels	<p>While some people support our proposals to protect the environment, others raised concerns over the impact that the infrastructure may have on nature and surrounding wildlife areas such as Fen Drayton lakes, questioning if our proposals could disrupt wildlife at this location due to noise levels.</p> <p>Some respondents emphasised that crossing the River Great Ouse when undertaking environmental surveys will be difficult as the area changes significantly when flooded. Others urged that we avoid the field that is south of Pike and Eel Hotel and Marina as they say it holds thousands of birds during floods. Respondents requested that we work with RSPB to help mitigate potential disturbance to birds.</p>	<p>All likely significant environmental effects will be assessed as part of our ongoing Environmental Impact Assessment. Through this process, we are assessing what effects the project is likely to have, and how we can avoid, minimise and mitigate these.</p> <p>We will continue to work with organisations such as RSPB to help mitigate impacts on wildlife.</p>

Water supply infrastructure

Associated water infrastructure	What people told us	What we're doing
Local impacts	<p>In their feedback, some respondents support the revised location of the service reservoir at Bexwell. Others asked why the service reservoir has moved location from our phase two consultation proposals to the west of the A10 at Downham Market. Respondents therefore requested more detail on how the new location of the service reservoir will affect landowners, properties, and businesses. Some comments were related to individual properties and land.</p> <p>Some respondents raised concerns about how the water supply infrastructure could impact Swavesey, with some asking for clarification regarding the exact size and fine details of the proposed infrastructure, and if the infrastructure would be disruptive for residents in Swavesey due to potential noise.</p> <p>Others raised concerns about the potential impacts on Bluntisham, explaining that drains get overwhelmed when there is heavy rainfall. Respondents therefore suggested that improvements be made to current water infrastructure in and around Bluntisham.</p> <p>People also felt concerned about the low water pressure currently in their area, questioning whether the proposals will worsen the water pressure for residents.</p>	<p>As described in paragraph 6.3.49 of our Design Refinement Report, moving the service reservoir location closer to the existing reservoir and connection point enhances operational efficiency and avoids the need to cross the A10. This move also avoids potential conflicts with a new employment allocation in the recently adopted King's Lynn and West Norfolk Council's Local Plan. You can read more about this on page 13 of our associated water infrastructure brochure.</p> <p>We are continuing to work with homeowners, landowners and nearby communities as we develop our proposals further, to help minimise impacts.</p> <p>We will assess local impacts in the area through our ongoing assessments. Findings from our Environmental Impact Assessment will help us to do this, alongside all feedback received, and we will look to present further detail at our next stage of consultation.</p>
Water treatment works	<p>People requested that the water treatment works is well screened and blends in with surroundings as much as possible through the planting of trees and shrubs.</p> <p>Concerns were raised about the location of the works, being close to the local burial ground, with respondents concerned that pollution from the works could potentially affect the site. People also raised concerns about vehicle access to the works and asked for proposals to be clearer.</p>	<p>We know that the design and appearance of the water treatment works is important. The design of the facilities will continue to evolve in response to both technological developments and consultation comments. We will be developing our plans based on this feedback and will expect to present further detail at our next stage of consultation. The next stage of the project will see us consider the facility's potential impacts on the local area and how these could be mitigated, as well as refining the design even further.</p> <p>We will deliver construction management plans to reduce noise impacts, manage potential pollution and regulate vehicle access.</p>

Construction

At our phase three consultation we presented our emerging plans to construct the reservoir and its associated water infrastructure.

This included our proposals for transporting materials to and from site, construction areas, and workforce management.

We also presented the areas of land we've identified for construction compounds, welfare facilities, material storage, and worker access.

Topic	What people told us	What we're doing
Overall comments	<p>There was strong support for ensuring that local businesses can benefit from the project, with many respondents emphasising the importance to them of creating opportunities for local suppliers and the wider economy. Questions were raised, however, about the suitability of the proposed construction working areas and the worker accommodation zones.</p> <p>There were some concerns about the suitability of local roads for construction traffic and the potential for increased congestion during construction.</p> <p>More generally, respondents also requested that noise and disruption related to construction be minimised, for the sake of local residents.</p>	<p>We also understand that people are concerned about the suitability of specific local roads for construction traffic. We will carefully consider this feedback as we progress with our traffic and transport assessments and our Construction Workers Accommodation Strategy. You can read more about potential scale of construction traffic impacts in section 7.4 of our Design Refinement Report.</p> <p>It's great to hear that people recognise the potential benefits the reservoir could bring to the area during the construction period, and we will continue to explore how best to support businesses and jobs throughout its development.</p>



Topic	What people told us	What we're doing
Roads	<p>It was commented that the A141, A142 and A10 are often congested, especially around St Ives, Ely, Huntingdon and the Peas Hill roundabout in March, with some commenting that congestion on the A141 could worsen further with the construction of the Wisbech incinerator.</p> <p>To avoid worsening congestion, some emphasised that they would like us to use all proposed routes to avoid overwhelming any single one, or repairing the B1050 to provide an alternative during busy periods. Others expressed a preference for using whichever route offered the lowest carbon footprint, requesting that this should be prioritised where possible. A few asked if we could use boats to transport materials as a way to reduce road movements.</p> <p>Across the associated water infrastructure areas, there was some concern that construction traffic might be routed through small local towns and villages, often with narrow roads, such as Boxworth, Lolworth, Somersham and Swavesey, with respondents urging the project to avoid this to prevent congestion of these small but locally vital routes. Others were concerned about the roads surrounding Peterborough, Stanground and Whittlesey, explaining that they are in a poor state and already get congested.</p> <p>Other respondents raised concerns over the proposed construction compound in Holywell, emphasising that the one road into Holywell is narrow and already experiences congestion and is in a poor state.</p> <p>Some respondents questioned if the roads between Somersham and St Ives would become blocked or will have long diversion routes as a result of construction.</p> <p>Some also raised concerns about the condition of local roads, commenting that many, such as the B1040, are already in a poor state due to weak ground conditions, and suggesting that repairs will be needed both before and after construction. People also highlighted that local roads are frequently closed for maintenance and questioned where construction traffic would be diverted during these periods – particularly as hotter, drier summers may lead to even more repairs as the peat beneath the roads dries out.</p> <p>Further suggestions included the use of road sweepers, enforced speed limits, shuttle buses for construction workers and avoiding peak travel times to help manage congestion and maintain safety.</p>	<p>In our third phase of consultation, we presented our latest thinking on how we could transport materials and construction workers to and from the reservoir site, which included a drive-over assessment of all proposed routes. As our work progresses, we will continue to develop our understanding of all the roads that may be affected by the project, including refining our transport modelling and continuing to work with the local authorities to understand their future plans for the region and the road network. Your comments, particularly on your experience of using these roads every day, are invaluable in helping us to develop these plans further alongside the findings of our ongoing traffic and transport assessments.</p> <p>We understand that maintenance measures will be needed to ensure the usability and safety of local roads, which are used for constructing the reservoir. As part of our application for the project, we will develop a construction traffic management plan in collaboration with the local highway authorities. As part of this plan, we will monitor the roads used during construction to identify if our construction works cause any damage. If that happens, we'd then follow an agreed approach to repair it. Your comments will be considered and will be important in helping us to develop this plan.</p> <p>We also understand that the A141, A142 and A10 are already busy roads and often experience congestion. We know we will need to carefully consider how construction traffic is managed to minimise any additional pressure on these routes. We will continue to assess this through our ongoing traffic and transport studies, which will inform the development of our construction traffic management planning process.</p> <p>As per section 7.3 of our Design Refinement Report, we have developed a transport plan for moving materials to and from the site, prioritising sustainable options.</p>

Topic	What people told us	What we're doing
Rail	<p>Many people were supportive of the option to use rail to support constructing the reservoir. Some expressed a clear preference for rail over road transport wherever possible, highlighting that it could help reduce pressure on the local road network.</p> <p>Opinions differed as to which rail option would be most suitable. Some favoured using the existing sidings at March (Whitemoor Yard), suggesting it offers better road connections and would be more cost-effective, as the necessary infrastructure is already in place. Others preferred the newly proposed Manea sidings, noting that its closer proximity to the reservoir and the addition of a new haul road could help reduce potential congestion on local roads. However, some people expressed concerns about the location of the proposed new haul road required for the Manea option commenting that they fear it will cause disruption to wildlife and nearby land and home owners.</p> <p>Some also suggested that a new rail line could be extended to connect Chatteris, March and the reservoir, which they felt could bring wider local benefits and opportunities for tourism. A few people raised concerns about how realistic the rail proposals are, given the need for agreements with other parties.</p>	<p>It's great that many people are supportive of our exploration of using rail to transport materials to and from the main reservoir site. We will continue to work with Network Rail to assess the suitability, feasibility and potential cost to customers of the proposed rail options.</p>



Topic	What people told us	What we're doing
Construction and workforce	<p>Many people were positive about the project's potential to create local economic opportunities. They encouraged the project team to hire local workers and develop an apprenticeship scheme, noting that this could deliver meaningful benefits for surrounding businesses.</p> <p>Several businesses showed an interest in being involved in the project, while others highlighted the limited availability of local accommodation as a reason why employing local people would be particularly valuable.</p> <p>Others focused on the project's proposed construction working areas, commenting that they are concerned about the potential impacts of these areas on local land, homeowners, the agricultural industry and wildlife. They emphasised a desire to keep working areas as small as possible and ensure they are kept within the reservoir site boundary. Some respondents commented that, during construction, the site should be designed sensitively and made as visually appealing as possible to avoid any "trailer park" appearance. A few respondents expressed a desire for more information about construction working areas.</p> <p>There were broader concerns regarding the duration of work, particularly among affected landowners who have already undergone survey activity. Many others expressed worry about how landowners and property owners will be affected throughout the construction process, with some requesting that construction work should not continue late into the evenings. Some people are concerned over the potential disruptive impact on agricultural land and operations caused by the construction of infrastructure.</p> <p>Some respondents emphasised a desire for construction to be completed as quickly as possible and encouraged the use of trenchless techniques to avoid road diversions or temporary roadworks where feasible.</p> <p>Some respondents also raised concerns about the capacity of local services, including healthcare, to cope with the increased number of workers, as well as fears that rental prices may rise. Ensuring sufficient parking for the workforce was highlighted as important, to prevent workers from using business car parks and potentially deterring customers.</p> <p>Finally, a number of respondents emphasised the importance of managing and protecting local wildlife during construction, stressing that safety and environmental stewardship should remain key priorities throughout the project.</p>	<p>It's encouraging that many people share our view that the project could bring significant opportunities to the local area, particularly for nearby businesses, including those in the construction sector. We recognise the importance of maximising the benefits the reservoir could bring and are committed to continuing to explore how best to support local economic growth.</p> <p>We are developing our socio-economic strategy and related assessments with a view to setting out how the project can strengthen the local economy and ensure that its positive effects are realised.</p> <p>We will be developing our plans based on your feedback and expect to present further detail at our next stage of consultation. We will also be developing a Construction Workers Travel Plan and a Construction Workers Accommodation Strategy.</p> <p>We're also aware that our proposals may have some significant local impacts in places, and we will continue to work with landowners and others who are directly affected to further understand and minimise these impacts.</p> <p>We will continue to refine proposals for supporting road infrastructure where needed, and we will share updates on this work at future stages of consultation.</p> <p>We will also continue to work closely with local councils to ensure their input informs our approach. Together, this work will help us provide the detailed information that people have said they want to see at the next consultation.</p>



We listened to your feedback from our phase two consultation and held more events outside core working hours. This included some events stretching later into the evening or taking place on a Saturday.

As well as our updated consultation materials, we created a 3D model of the reservoir that was displayed at events, so people had a clearer idea on our proposed embankment height.

Our interactive map included everything we're currently proposing including where it is, what it is, and what it's for, as well as showing what consultation events were taking place in the local area.

Topic	What people told us	What we're doing
The consultation process, events and materials	<p>People appreciated our continued engagement throughout the consultation process. Some people felt that their feedback had been addressed from our second phase of consultation and were pleased to see changes within our proposals.</p> <p>Respondents liked the consultation materials, stating that the information provided was informative and clear. Some mentioned that the images and graphics were useful in understanding our proposals. Some people also said they found the consultation events helpful and expressed that it was great to see our 3D model of the reservoir.</p> <p>Some suggested more visual content of the proposals, including having visuals on the feedback form for reference. Some people found the materials difficult to understand in places and others felt that the interactive map was difficult to navigate and understand.</p>	<p>Your feedback is very valuable to us, so it's great to hear that many of you liked our consultation materials and events and appreciated the opportunity to have their say.</p> <p>We will continue to refine our content style in our main public brochures, considering all feedback, whilst also raising awareness of our more technical documents for those that require more detailed information.</p> <p>A recurring message is that people want a clearer, more "real world" understanding of what the reservoir and its features could look like. We'll respond by further improving how we present the evolving design.</p>

What comes next

Your feedback is crucial to developing our proposals further.

Next steps

In our next phase of consultation we will provide more detailed information on areas important to you. Local communities, stakeholders and landowners still have a crucial role to play in helping to shape our proposals and this will continue as we progress plans for this vital new water resource.

It's clear people want us to think carefully about, and provide more information on, specific areas including construction impacts and traffic and transport.

These are important issues for us too and will be key considerations as we carry out the next stage of our work to develop the proposals further.

In the meantime, we will continue to work closely with local landowners, homeowners and businesses who may be affected by the project. This will help us understand any concerns, offer support where needed, and explore ways to minimise potential impacts as much as possible.

The consenting process

The proposed reservoir is classed as a project of national significance. It will therefore be developed in accordance with the requirements of the Planning Act 2008 and follow the process for submitting an application for a Development Consent Order (DCO).

When the proposals are finalised we will submit our application to the Planning Inspectorate, who will examine the application before making a recommendation to the Secretary of State for Environment, Food and Rural Affairs. Ultimately, it will be for the Secretary of State to decide whether the project should be granted development consent.

We will continue to work with the Planning Inspectorate, as well as Ofwat, The Environment Agency, Natural England and other key organisations as we develop our plans.


How to get in touch

The close of our consultation doesn't mark the end of our communication with stakeholders, landowners and valued members of the community. We will be holding a further phase of consultation.

We encourage you to sign up for email updates to keep up to date with the latest project information. You can register for updates on our [website](#).

Please get in touch with any questions:

 Email info@fensreservoir.co.uk

 Freephone **0800 915 2492**

 Website www.fensreservoir.co.uk

 Write **Freepost Fens Reservoir**