

**TRU Stalybridge to Diggle (Saddleworth) Scheme –
Meeting with the Canal & River Trust**

Meeting name	TRU Stalybridge to Diggle (Saddleworth) Scheme – Meeting with the Canal & River Trust
Date	24/03/2025
Time	10:30 – 12:00
Venue	MS Teams

Attendees

Name	Organisation
Samantha Morris (SM)	TRU (Network Rail)
Penny Carter (PC)	TRU (Network Rail)
Kerry Barwise (KB)	TRU (Network Rail)
Laurie Barbour (LB)	TRU (TGP)
Reece Taylor (RT)	TRU (TGP)
Gilbert Whittaker (GW)	TRU (TGP)
Sarah Ginn (SG)	TRU (AtkinsRéalis)
Alastair Birks (AB)	Canal & River Trust
Catherine Clayton (CC)	Canal & River Trust
David Heys (DH)	Canal & River Trust
Martin Teague (MT)	Canal & River Trust
Peter Simpson (PS)	Canal & River Trust

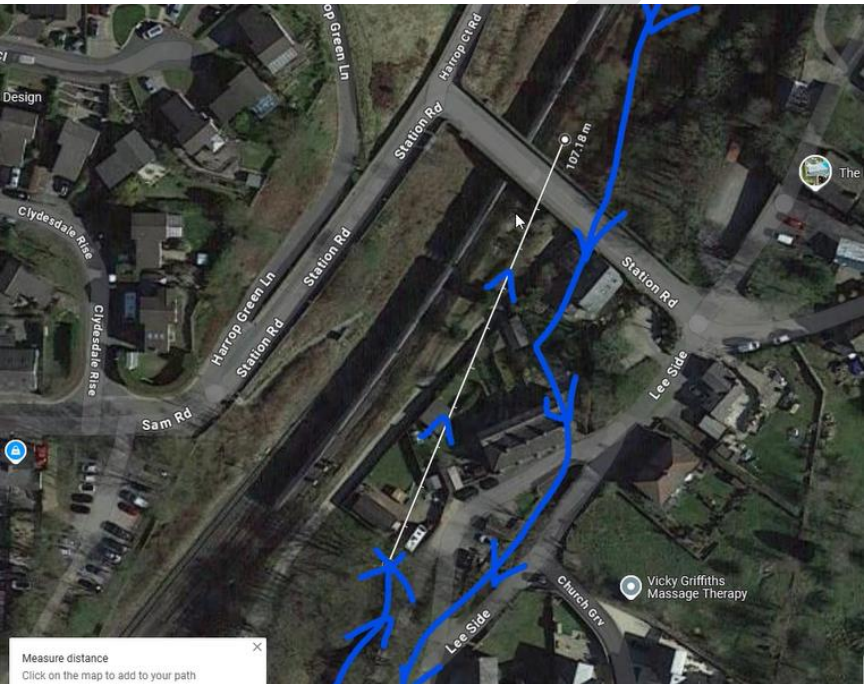
Agenda

1	MVL3/39A Standedge Canal Tunnel
2	Network Rail's letter of response to the Canal & River Trust's consultation feedback
3	AOB

No.	Matter noted
1	<p data-bbox="236 280 778 315">MVL3/39A Standedge Canal Tunnel</p> <ul style="list-style-type: none"> <li data-bbox="236 353 1417 501">• LB provided context that Standedge canal tunnel is partially owned and managed by the Canal & River Trust ('the Trust'), and partially by Network Rail (NR). It was built in stages over time and now comprises a mix of masonry arch structure and steel flat-span deck. <li data-bbox="236 501 1433 797">• LB noted that, as was shared at a previous meeting with the Trust on 08/11/2024, the proposed TRU Stalybridge to Diggle (Saddleworth) Scheme will, during the proposed reconstruction of bridges at Ward Lane and Station Road, require access to the railway for mobile crane and material / component deliveries. <ul style="list-style-type: none"> <li data-bbox="336 689 1409 797">○ Due to narrow lanes and junctions leading to the existing railway access point, a temporary access route through the existing Trust car park and over Standedge canal tunnel is necessary. <li data-bbox="236 797 1369 945">• LB noted that, at the previous meeting, the TRU team presented a saddling solution which proposed concrete saddling to the masonry arch extrados to strengthen the structure and accommodate a temporary access route during construction. <li data-bbox="236 945 1377 1093">• LB highlighted that, following the November meeting, the Trust provided feedback (on 02/12/2024 and 04/02/2025) that they would not support any additional loading within the 'zone of influence' of the tunnel (calculated by taking a 45° line from the tunnel invert and projecting this line to the surface). <li data-bbox="236 1093 1422 1536">• Following the Trust's feedback, LB noted that the TRU team have updated the proposals for Standedge Tunnel and now propose that a concrete relieving slab is installed over the masonry arch, using the existing abutments to support it. A compressible board would be installed between the existing arch barrel and the proposed relieving slab, such that the existing barrel is not loaded. New waterproofing would be installed, and the relieving slab itself would provide long term protection for this section of the tunnel. <ul style="list-style-type: none"> <li data-bbox="336 1357 1417 1464">○ LB noted that, at the foundation level of the abutment, the proposed load (based on a 45° load distribution along the length of the abutment walls) would be +3%. <li data-bbox="336 1464 1358 1536">○ LB also noted that the resulting pressure would be low; less than the compressive stress of the existing material. <li data-bbox="236 1536 1273 1572">• LB noted that borehole surveys are also proposed to assess the rock. <li data-bbox="236 1572 1150 1608">• PS raised that the rock quality is very variable in this section. <li data-bbox="236 1608 1422 2020">• PS acknowledged that the proposal would be self-supporting but raised that the Trust typically do not allow loading of any kind on structures and, therefore, the proposal would need to be considered at a very high level within the Trust. Coring and an investigation into what is behind the wall would be required. <ul style="list-style-type: none"> <li data-bbox="336 1765 1430 2020">○ RT raised that the TRU team recommend structural coring is avoided due to its disruption and minimal gains for determining the abutments load capacity given the minimal load increase for this proposal. PS acknowledged this risk and suggested that the project makes a case for the updated proposal using calculations and material thickness, densities and strengths based on archives and conservative assumptions for materials.

No.	Matter noted
	<ul style="list-style-type: none"> • LB noted the as-builts have been used for the load calculations. The abutment thickness (680mm) from the as-built drawings has been used for when the wrought iron deck below the tracks was replaced with concrete slab. The 680mm is a conservative estimate for the purpose of ES4. • PS noted the Trust have very little archive information. MT has provided what they do have. • LB confirmed that the proposal is temporary only. However, it could be left in place following completion of the work to Ward Lane and Station Road bridges. It would not be visible. <ul style="list-style-type: none"> ○ PS raised that it might be more detrimental to remove it. MT agreed that it should be left in place on this basis. ○ LB confirmed that leaving the relieving slab in place would not require maintenance. It would have a 120-year design life. <ul style="list-style-type: none"> ▪ PS noted that the only potential issue would be if it made it more challenging to maintain the existing arch underneath. However, it would still be possible and maintenance requirements would be minimal in any case. ○ It was agreed that, if approved and delivered, the relieving slab should be left in place following completion of the work to Ward Lane and Station Road bridges. • It was acknowledged that only the tunnel portals are listed but PS raised that the Trust's heritage specialist will likely take a strong view on curtilage and suggested that the Local Authority are consulted on the proposals from a heritage point of view, as they would have to make the final decision, should NR and the Trust disagree. <ul style="list-style-type: none"> ○ Action: TRU project team (LB) to consult the local authority regarding the proposed relieving slab work to Standedge Tunnel and, particularly, heritage and the listed status / curtilage of the structure. • MT asked where the boreholes to determine ground conditions are going to be. On this, GW noted that they will be on the boundary of the stone wall, with some behind the abutments near the car park. <ul style="list-style-type: none"> ○ Action: LB to share a plan confirming the proposed borehole locations with MT for review. ○ Action: MT to review the proposed borehole locations. • CC asked if the tunnel would still be available for use during the work. On this, LB confirmed that the proposal would not require access from the underside and so yes, the tunnel could still be used. The relieving slab work could also be delivered as advanced work before construction, taking advantage of the seasonal closures of the canal, for example. • In response to a question from PS, SM noted that the work to the Ward Lane and Station Road bridges is expected to take place in 2029 or 2030. • Action: SG to send PS proposals (slides) presented by LB at the meeting on 24/03. Post-meeting note: slides sent to PS and team on 24/03/2025. • Action: PS to discuss the relieving slab proposal for Standedge canal tunnel with Canal & River Trust directors for their consideration, and to provide feedback to Network Rail (SG) within four weeks of receipt.

No.	Matter noted
	<ul style="list-style-type: none"> • In response to a question from CC, LB confirmed that there will be no impact on the dead bore tunnels as a part of the proposed works. Access will be maintained. • In response to a question from PS, LB confirmed that the work to the rail tunnel will mainly be OLE, with some track renewal. It is not envisaged that the track or OLE works will impact the canal tunnel. If this changes, however, NR will contact the Trust. • LB noted that the TRU team are planning some arch inspections along the route and so might book on to one of the Trust's through-tunnel trips. CC suggested canoeing.
2	<p>Network Rail's letter of response to the Canal & River Trust's consultation feedback</p> <ul style="list-style-type: none"> • In relation to MVL3/32 Underbridge Works and Embankment Works (page 4 of the letter), RT confirmed that no access will be required. • Regarding MVL3/36 Ward Lane Overbridge (page 6 of the letter), RT confirmed NR's proposals for two culverts under the tracks on the north side of the structure; noting that two new manholes would be installed on either side of the railway (into the culverts) to allow for inspections and cleaning. <ul style="list-style-type: none"> ○ RT highlighted that a CCTV inspection has confirmed that the high mileage culvert is blocked. It would be unblocked between the two new manholes as part of the proposal. This should reintroduce water flow into the canal, to the benefit of the Trust. ○ MT raised that, if over-pumping is required, permission from the Trust would be needed. RT acknowledged this but noted that the assumption is that this won't be required. ○ RT noted that, under the proposal, the culvert would be well maintained by NR going forward. It is also proposed that the culvert would be relined. ○ MT and DH both confirmed their support for the proposal in-principle, subject to discussion about water flows. <ul style="list-style-type: none"> ▪ It was raised that the culverts have never both flowed into the canal, so the water flows will need monitoring. On this, RT suggested that NR and the Trust agree a plan for managing any changing flows. It will be hard to gauge the flows in advance, so monitoring and a plan for management was agreed as a suitable way forward. ▪ Action: Regarding the MVL3/36 Ward Lane Overbridge culvert proposals, RT to record hazard / requirement for a flow control plan with the Canal & River Trust. ○ PS asked if the TRU team considered putting the manhole on the other side of the retaining wall. RT confirmed that this was considered but that the exact location of the culverts is unknown. It is expected to take a number of attempts to find them and it will be easier to control at rail level, where they won't be as deep. <ul style="list-style-type: none"> ▪ Action: PS to provide RT with contact details for laser scan supplier. ○ In response to a question from MT, RS noted that these proposals would need to be delivered before the track works. They could also be done before the work to bridge 36. The manhole work will be first, then

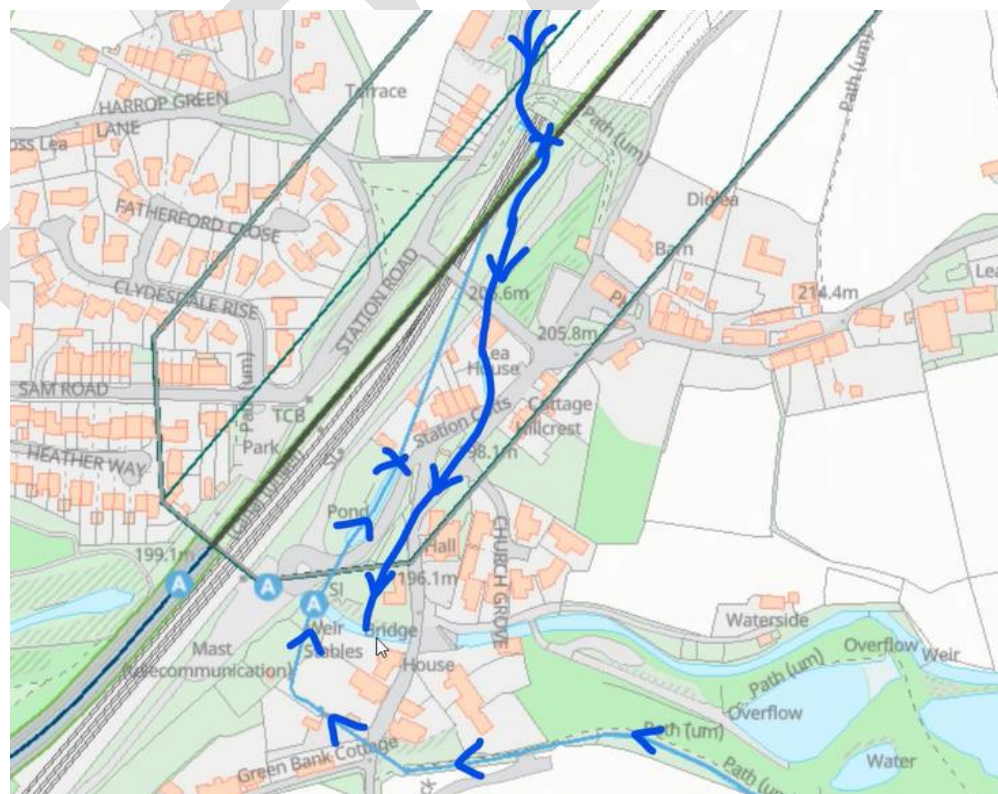
No.	Matter noted
	<p>inspections and re-lining. Flow changes will need to be managed at each stage. There will be two or three periods of flow diversion into high mileage.</p> <ul style="list-style-type: none">○ Action: SM to check how flow change was managed on W3.• SM noted that the project is currently developing a traffic management strategy. The Trust will be briefed on compounds once the strategy is available. The team will be identifying any possible impacts on canal structures.• Regarding whether the design would impose any restrictions on anglers, SM noted that this has been raised with the OLE team. An area has been identified where there would be a potential impact on angling, if it is permitted currently. If that is the case, signage would be installed and any expected impact would be discussed with the Trust, once details are available.• RT asked if the Trust could provide any details / specific locations of the Diggle Feeder. On this, AB suggested that the feed runs diagonally through the gardens, approximately as shown below:  <ul style="list-style-type: none">• RT raised that this is not shown on NR's mapping.

No. Matter noted

- The Trust shared the following view from their own mapping:



- Action: DH to check the Canal & River Trust's records and confirm to RT exactly where the known feeders are, and the way in which they are all connected.**
- SM raised that the owner of the house near the bridge has previously indicated that there is something running through their garden.
- RT summarised that the below plan shows what NR know. Anything else needs confirming.



- LB raised that NR are proposing a widening of the Station Road king pier to limit the road lift required and asked if the Trust know how wide or deep the feeder is.

No.	Matter noted
	<ul style="list-style-type: none"> • DH noted that the arch is over 1m in diameter but that there are no details between there and the tunnel. <ul style="list-style-type: none"> ○ RT raised that evidence of an inlet would be useful. AB noted, however, that the water flow goes into the tunnel underwater. To confirm exactly where it comes out, one would have to take a boat out and put some dye into the system. ○ SM asked if the position of the inlet would change the position of the pier. LB noted that this would depend on where it ties in. The pile would be reasonably deep so more clarity is required before this can be determined. It is a risk currently. ○ Action: SM to coordinate with NR's survey team to spec. up an investigation to determine the location of inlets near Station Road and then share this with the Canal & River Trust (as asset manager) for review. ○ SM also noted that, subject to agreement, NR could arrange an investigation in the neighbouring garden as well. • Action: DH to provide RT with a photo of a potential drainage asset / water flow into Old Mill Pond. • Action: RT to review if the drainage asset / water flow into Old Mill Pond is a NR asset. • PS highlighted that there is a free mapping data set on the Trust's website that the TRU team can use (Canal & River Trust Open Data). <ul style="list-style-type: none"> ○ MT also offered a sperate meeting to go through the Trust's asset maps on an MS Teams call, if helpful.
3	AOB <ul style="list-style-type: none"> • None.

Summary of Actions

No.	Action	Action owner	Deadline
1	TRU project team (LB) to consult the local authority regarding the proposed relieving slab work to Standedge Tunnel and, particularly, heritage and the listed status / curtilage of the structure.	Laurie Barbour (TRU)	Ongoing
2	LB to share a plan confirming the proposed borehole locations with MT for review.	Laurie Barbour (TRU)	Complete
3	MT to review the proposed borehole locations.	Martin Teague (Canal & River Trust)	05/05/2025
4	SG to send PS proposals (slides) presented by LB at the meeting on 24/03.	Sarah Ginn (TRU)	Complete
5	PS to discuss the relieving slab proposal for Standedge canal tunnel with Canal & River Trust directors for their consideration, and to provide feedback to Network Rail (SG) within four weeks of receipt.	Peter Simpson (Canal & River Trust)	21/04/2025
6	Regarding the MVL3/36 Ward Lane Overbridge culvert proposals, RT to record hazard / requirement for a flow control plan with the Canal & River Trust.	Reece Taylor (TRU)	21/04/2025
7	PS to provide RT with contact details for laser scan supplier.	Peter Simpson (Canal & River Trust)	21/04/2025
8	SM to check how flow change was managed on W3.	Sam Morris (TRU)	21/04/2025
9	DH to check the Canal & River Trust's records and confirm to RT exactly where the known feeders are, and the way in which they are all connected.	David Heys (Canal & River Trust)	05/05/2025
10	SM to coordinate with NR's survey team to spec. up an investigation to determine the location of inlets near Station Road and then share this with the Canal & River Trust (as asset manager) for review.	Sam Morris (TRU)	05/05/2025
11	DH to provide RT with a photo of a potential drainage asset / water flow into Old Mill Pond.	David Heys (Canal & River Trust)	21/04/2025
12	RT to review if the drainage asset / water flow into Old Mill Pond is a NR asset.	Reece Taylor (TRU)	05/05/2025