

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 28th meeting held on Sunday 1st October 1989, 2.10pm.

Present: A.W.Bond (chairman); M.C.Wright; D.Lardge; J.B.Brooke; J.Soper and I.Musgrove.

1. Apologies for absence: W.G.S.Hyde.

2. Minutes of the last meeting (20.08.89): Approved.

3. Stone Workshop: Undated plan and elevation drawings 240 & 240:1 were examined. The upper floor would consist of three rooms, no corridor, a small artefacts store flanked by Uniform/Operations and Bookshop stores. A heavy contingency had been added into the estimates as the building may be worse than expected once work starts (total estimate £70,000). Ground floor doorways would have to be raised significantly to comply with modern regulations. Further financial justification needed since the extra sales area gained for the retail outlets was not as large as had first been expected.

(Action : AWB to ask CRGS)

It was agreed a planning application should be made.

(Action: DL)

Timing: Start in the spring, and have the major structure completed by May, with interior completion and occupation by September 1990. It would take until the spring to arrange for alternative accommodation to be found, the building emptied and the model railway temporarily stored.

(Action: DL+CRGS)

Drawing required of the relationship between track, kerb line and doors.

(Action: JS)

4. Ice Cream Parlour: Following the Police requests, Bank Holiday crowds could not again be allowed in through the Marylebone Gates, as the outside pavement was too narrow, a modified design incorporating a larger ramp up to the car park road was reviewed (dated 18.9.89, JBBrooke). Excavation was to start the following day. Internal layout was to be defined in conjunction with the Tea Rooms Manageress. Space would be needed at the side/rear for refuse.

(Action: JBB+AI)

5. Red Lion: Ground and first floor plans dated 9/89 were reviewed. The front would be on the line of the last bay of the newly erected railings on the east side path by the motor bus stop (i.e. on the site of the Members Hut). Delivery access would be from the road behind. The plan would provide a considerable increase in much-needed refreshment capacity, but further detail was required, particularly in behind-the-counter proposals, as the present kitchen capacity could not service more seats. The estimated cost was £100-120,000. It could not be left to volunteers to complete. It would take too long.

Timing: Prepare planning application now.

(Action JS/DL)

Foundations, services, relocation of railings, reinstatement of pavement and construction of ginnel would all have to be completed by Easter 1990 (i.e. before the Museum was open). Building to be erected and fitted out by the 1991 season.

If the Stone Workshop and Red lion projects go ahead this winter, (as well as the already-started ice cream parlour) then there could be three areas of the

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'Golden Mile' with building work going on simultaneously. When completed the change in the area will be dramatic.

6. **Horse/Battery Line over Bridge:** Drawings of the area were examined. The cost of a short line to a single road depot for the battery car was about £35,000. It was agreed to seek planning permission, which could take some time, as the area was visible from Crich Stand. (Action JS/DL)

7. **Turning circle, top of street:** It was stressed that there was no intention to install a bus turning circle at the top of the street, only that the design of that junction should be such that buses could turn round easily (a typical operating practice years ago). The alternative of turning them on the carpark had proved impractical. At busy times (which was when buses would be around) the carpark was full anyway. It was agreed not to excavate any more on the west side of the track, and that the park around the bandstand should be developed first. The position would be reviewed when it was time to extend the eastern kerb line and cut back the east bank.

8. **Any other Business:** Charles Forster's plans. In order to make the 'craft cottage' more viable, an extension was proposed to the north, over the horse trough area. The sketch showed a three-sided 'Victorian Conservatory' glass addition to the stone building. Whilst appreciating the usefulness of this sheltered glassy area, it was felt that such a structure was wholly untypical of a street, and would more normally be seen in a garden. The plans would be reviewed with Mr. Forster. (Action: AWB)

Next meeting: Sunday 26th November, 2pm.

Circulation: Committee members, Board, Mins Sec.

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Report to the Development Committee 1st October 1989

FEASIBILITY STUDY PROPOSED RE-ERECTION OF RED LION HOTEL.

1. Introduction.

After consideration at the last meeting of the Development Committee it was felt that the best location for the building was on the site of the present members hut.

The existing cafe is overcrowded at busy periods and there have been complaints over long waits and revenue has been lost to the museum. A scheme has been designed which consists of a restaurant/cafe on the first floor with possibly a section partitioned off for member's use. The approach is via an extension of the existing verandah for public use and a link corridor from the existing kitchen for staff. It is not known if the new equipment being provided for the kitchen will be sufficient to cater for the new extension, but if not, there is space available for an extension of the kitchen if needed.

Whatever use is made of the building, either restaurant, public house or members accommodation, the local authority will insist on the provision of toilets. These have been sited on the ground floor. There will also be a need for a staircase to connect the two floors and provide an alternative means of escape from the first floor. If the ground floor is used as a public house a bar and bar store/beer cellar will be required.

As the Red Lion is only small it was felt that the whole of the original area on the ground floor should be taken up by the pub, with the toilets, bar, bar store and staircase in a new extension to the rear of the building. It is thought essential that a traditional fireplace be provided in the bar and this is repeated in the first floor restaurant. The restaurant is approx. of the same area as the existing cafe.

2. Relocation of Members Accommodation

To enable the site to be excavated the existing members hut will have to be demolished and it is suggested that a Portacabin say 20 feet x 10 feet be positioned to the east of the new building. A small amount of excavation and earth moving will be required to provide a level surface for the Portacabin which will have to be craned into position.

3. External Works.

To enable excavation to take place it will be necessary to take down part of the recently erected railings and repro paving flags in the area of the building. As the Red Lion is three sided a narrow cobbled road 12 feet wide with pavements about 4 feet wide has been placed on the north side for access to the bar store, members accommodation etc. There are external steps at the rear of the building for access to the Portacabin. The railings are returned round at the back of the north pavement as a temporary measure. It is understood the site to the north is eventually to be developed as a row of back-to-back or through terrace houses. There is sufficient space for this including a ginnel behind.

It will be necessary to provide a retaining wall at the rear of the building and across the end of the access road. The retaining wall will later have to be extended at the rear of the houses.

On the south side there is simply a pavement with a new stone faced retaining wall connected to the existing verandah.

4. Programme

It was intended originally to re-erect the building in a similar manner to the bridge with mainly voluntary labour, but some work will have to be done professionally - the excavation, laying of concrete foundations and the erection of the concrete sectional retaining walls. There will be a small input from a structural engineer for the design of the foundations. The suppliers of the retaining wall should be able to provide calculations.

Construction by volunteers will be prolonged but does have the advantage that the restoration of the upper storey terra cotta can be restored off site while the ground floor is being built. If the Board require the work to proceed quickly a contractor would have to be appointed. The construction period would be about six to eight months. However, it is possible that restoration of the terra cotta by volunteers may not be able to keep pace with the contractor and he would have to be paid to do the work which would considerably increase the cost.

5. Costs.

If the work is done by voluntary labour periodic sums of money would be required as was the case with the bridge where a sum of about £35,000 was expended over five years. It is not possible to give an estimate of cost if the work is done by a contractor. Virtually no buildings of this type have been erected during the past 70-80 years, and due to the accuracy needed in construction the contractor would undoubtedly require enhanced rates. Quotations would have to be obtained.

To enable a start to be made on the facade plus the rear fireplace wall only by voluntary labour, monies would have to be made available for the demolition of the hut, removal of railings and paving, excavation, foundations, concrete blocks, sand/cement, s.s. ties, dpc materials, flue liners, chimneys, provision of Portacabin for members etc.

It is suggested that the retaining wall be of the pre-cast concrete type similar to the ones recently erected behind the exhibition hall. The retaining wall could be constructed later, but a start could not be made on the rear portion of the building - toilets, bar store etc. until this was built. It is considered that the retaining walls and foundations for the whole building be carried out as a first stage. This would enable construction to proceed later on the rear part of the building with disruption and possible damage to built work.

6. Estimate of Cost.

For a start to be made by voluntary labour, i.e. construction of external walls and fireplace wall of original building. i.e. shell of building only.

a) Building Regulations fee based on assumed cost of £50,000.	
b) Planning fee. (approx 250 sq.m.)	£600
c) Engineers' fee.	£300
d) Demolition of hut (by volunteers?) nominal	£400
e) Excavation of site for Portacabin, provision of Portacabin, inclu. hire of crane.	£100
f) Excavation (includes excavation of whole of area of	£1,500

building including access road at side, and carting away to tip. approx. 700 cu.m. at 70p per cu.m.	£490
g) concrete retaining walls. Some will require to be 2000 mm high and some 3000mm high.	
8M run of 2M high walls at £89 per m.	£712
22M run of 3M high walls at £140 per m.	£3,080
Placing walls in position.	£500
h) concrete foundations. trench fill approx. 30 cu.M including shuttering at £60 per cu.m.	£1,800
j) Concrete blocks 7N/mm. Say	£1,000
k) Bricks. Engineering red at £300 per 1,000.	
4,000 bricks.	£1,200
l) Black sand/cement/lime. 1:1:6 mix. say	£1,000
m) stainless steel ties. 450 no. at 50p each.	£225
n) d.p.c. materials. say	£100
o) fireclay flue liners.	£120
p) provision of wooden hut for storage of cement and lime etc. Relocate existing hut. Nominal.	£100
q) Scaffolding. The museum already owns some scaffolding which was used for the bridge construction and these may be sufficient for the Red Lion, but if not allow for some new scaffolding. Say.	£1,500
r) 2 No. second hand chimney pots at £15 each.	£30
s) r.s.j to rear wall and over side entrance.	£150
t) centres for arches. Made off site by voluntary labour. Nominal for materials.	£50
TOTAL	<u>£14,957</u>

A grant of £15,000 by the Board would enable a substantial start to be made on the building by voluntary labour.

J.Soper, September 1989.

Report to the Development Committee. 1st October 1989.

PROPOSED TURNING CIRCLE FOR BUSES IN THE BANDSTAND AREA.

A survey of the area was carried out and tests undertaken with K.Chadbourne's single deck bus. It was found that this had a turning circle of about 22 metres. A modern full size coach has a turning circle of 26 metres and an articulated lorry 22 metres.

To accommodate a coach of 26m turning circle about 17 feet of the bandstand park area would have to be cut away and this may be unacceptable to the Board. The embankment to the south west side would have to be cut back about 3 or 4 feet and the kerb relocated. On the east side about 15 feet of the embankment would have to be removed.

To provide a turning circle for K.Chadbourne's bus, which can be regarded as typical of the smaller buses which visit the museum, it would be necessary to:-

- a) Adjust the existing kerb on the south west side so that it passes to the west of the new manhole. The manhole will require a heavy duty cover.
- b) Remove 8 feet of ground adjacent the bandstand park area.
- c) Remove 10 to 12 feet of embankment on the east side of the track.
- d) An existing cast iron bollard would have to be removed.

A cost of £1,000 would probably cover the cost of earth removal for K.Chadbourne's bus and probably £1,500 for a 26m coach. Cutting back the embankment on the west side and bandstand park area would cause no disruption to visitors, but cutting back the east side would mean that the existing visitor access would be partially cut and urgent attention would have to be given by the Board to a rearrangement of visitor access/exit from the site.

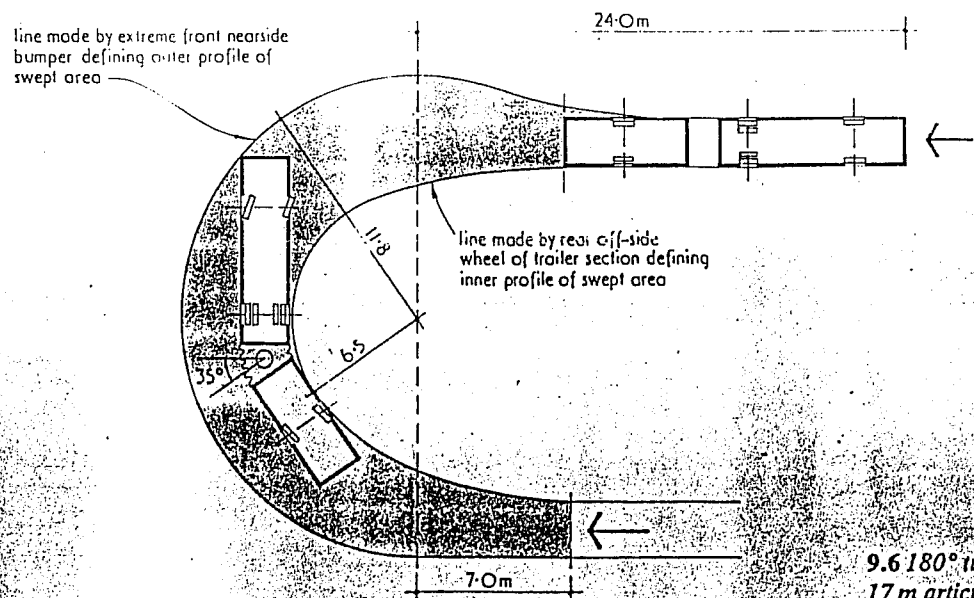
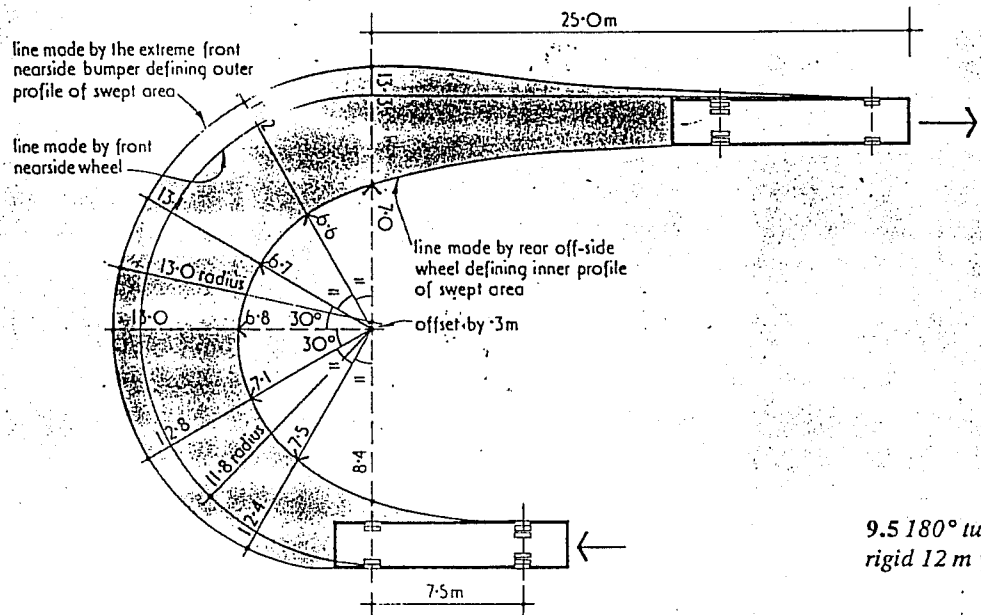
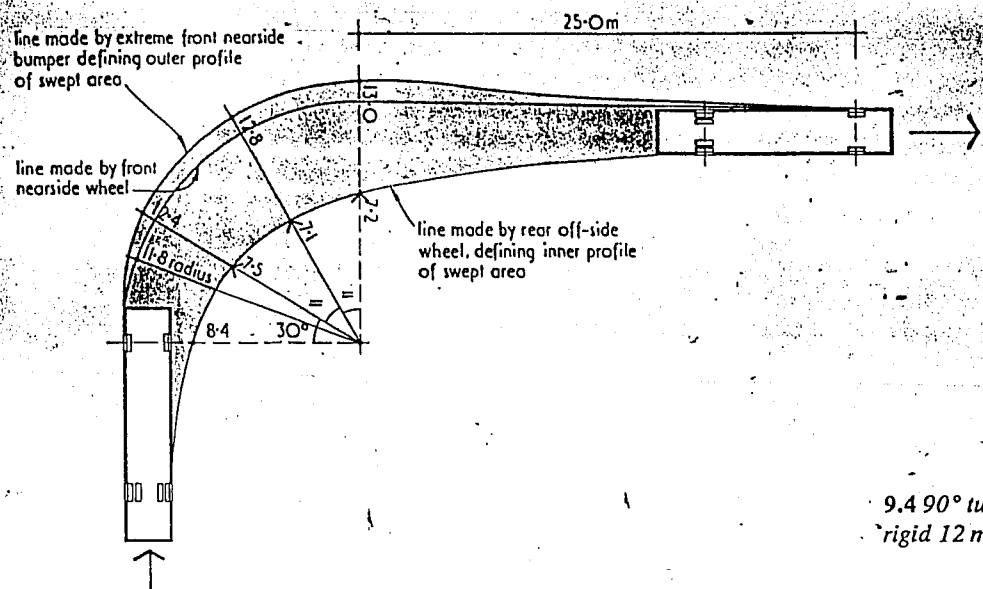
With regard to paving it has been suggested that the area for the turning circle be paved in granite setts. Unfortunately the museum's stock of setts is low at present. It is understood that the depot yard adjacent to the Exhibition Hall has top priority for setts. Between 100 and 150 tons are required to complete the depot yard and there are probably sufficient setts in stock to complete about 70% of the area. A further 250 tons would be required to pave the turning circle, and as a temporary measure tarmacadam would have to be employed. The cost of tarmacadam is not included in this report, nor is the cost of any alterations which would be necessary for visitor access/exit.

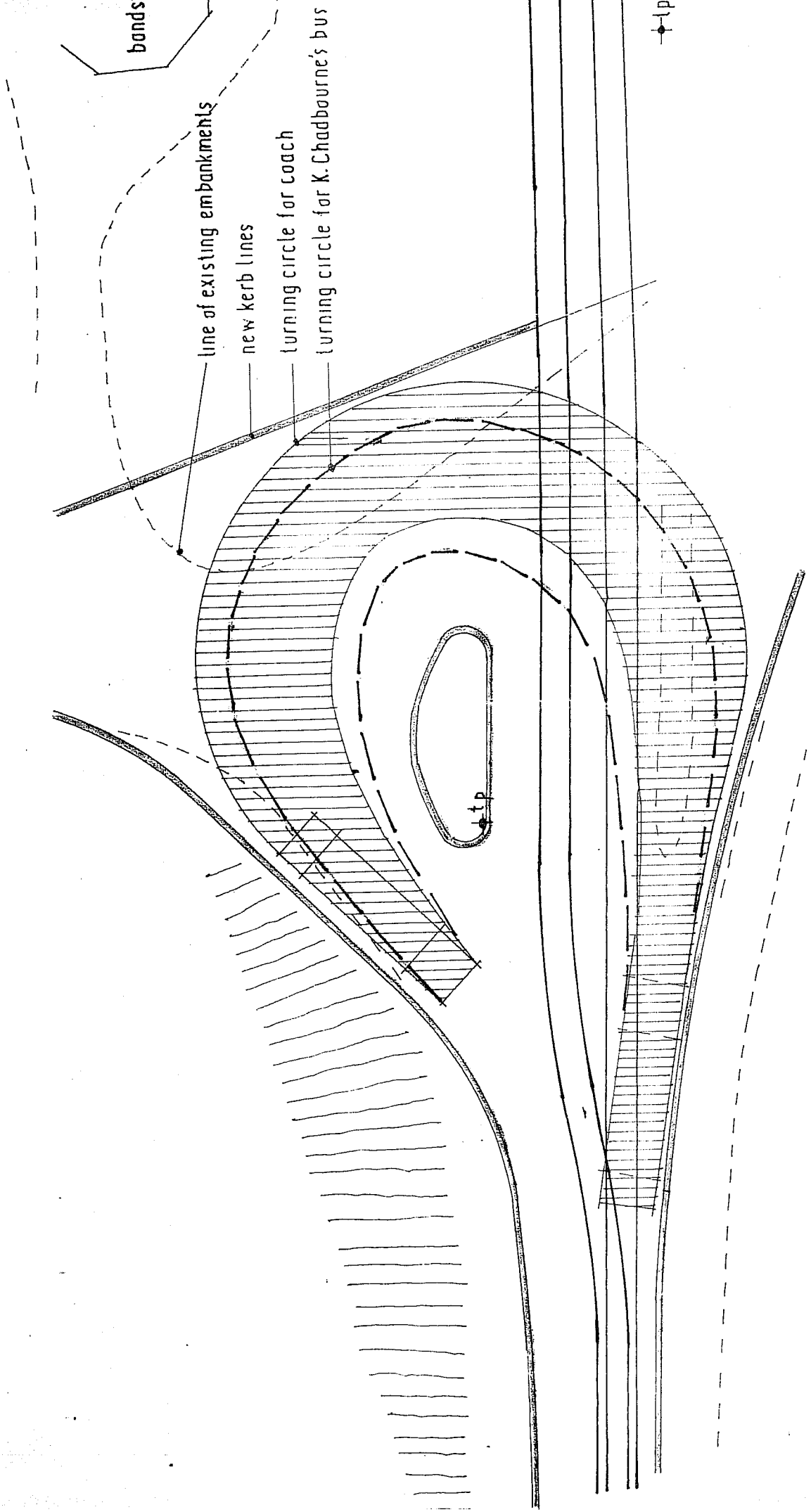
In view of the fact that there is a shortage of labour and materials (i.e. setts and kerbs) to complete the work properly, for the foreseeable future a visitor's first impression of the museum would be a big open wilderness of tarmacadam.

Is the Board certain that the bandstand area is the best location for a bus turning circle? The image the museum is trying to create is an Edwardian street scene with cobble streets and gas lamps. Bus turning circles were not part of this scene, and certainly if a large space is created the proposed park will be effectively spoilt in that much of the pleasant grassed area to the south of the bandstand will be lost. Part of the area has disappeared already to improve motor car access to the flea market. However, when the excavation on the east side of the track is carried out and entrance/exit altered, the road to the car park could be brought further to the south and part of

the lost park area could be reinstated. Buses could turn on the car park as at present and the bandstand area restricted to the turning of motor cars only.

J.Soper, September 1989.





CRICH TRAMWAY MUSEUM
 PROPOSED TURNING CIRCLE FOR BUSES
 scale 1:250

10, Town St.
Holbrook,
Derby, DE5 0TA.
Sept. 28th. 89.

Dear Winston,

Following on from our conversation recently, I would like to submit some tentative proposals for improvements to the Craft cottage at the Museum.

The intention of the cottage was to provide a display and demonstration area. Events have proved that to try and combine these two features in the confines of such a small building is not really practical. My wife Linda sits in a corner making dolls whilst supervising the exhibits, but there is no room for myself or any of my craftsman friends to demonstrate our crafts in a meaningful way in such a confined space.

The alternative of working outside is barely satisfactory though it does create a lot of interest and is obviously worth doing as an attraction for our visitors.

The only solution which has so far occurred to me is to erect some form of extension to the north side of the building to act as a demonstration area usable in any weather conditions and hazard free with regard to traffic. Guest craftspeople could use it independently from the cottage itself.

Construction

Half a suitably dimensioned redundant greenhouse standing on a stone subwall matching the existing stonework.

Roof glass, probably wired Georgian. Decorative ridge.

Wall glass leaded to suggest a Gothic porch effect.

Floor, initially existing setts, but could be quarry or Minton tiled later if Board considers that the building as a whole has a reasonable life expectancy.

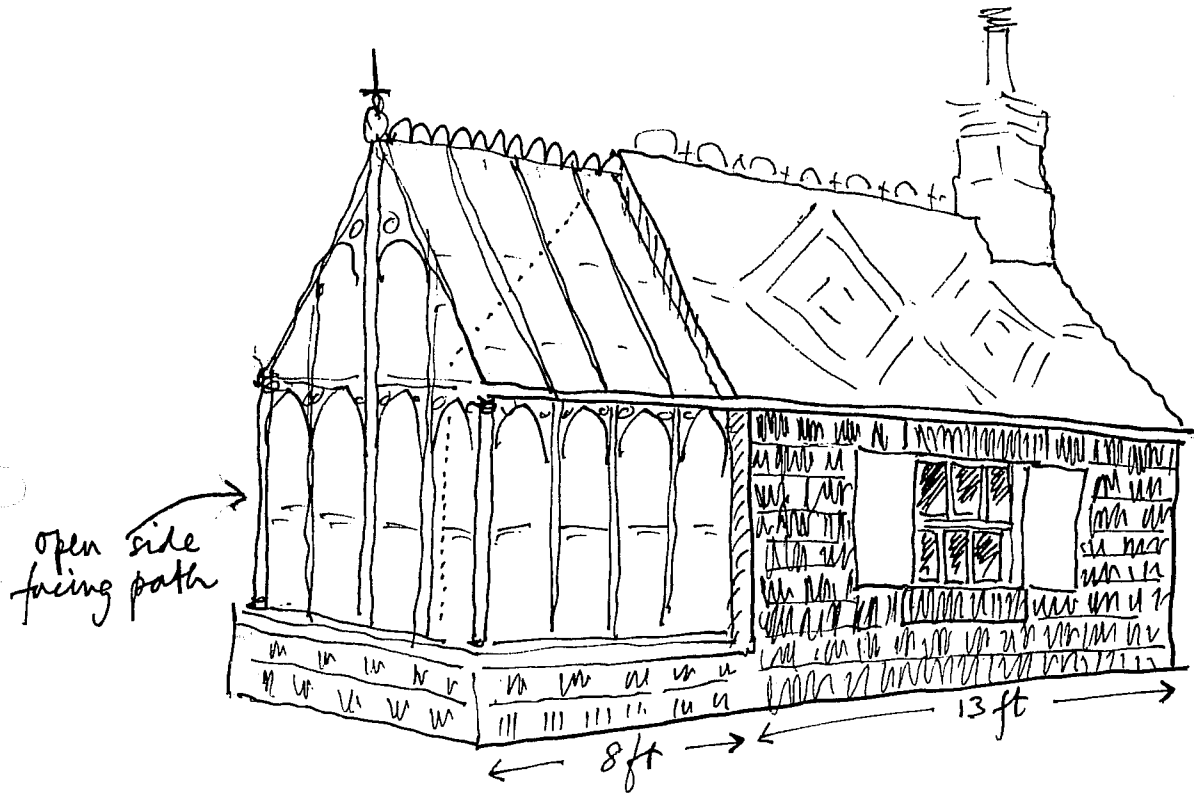
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May I say that I think that the Craft Cottage as a former weighbridge has a significant role as a datum point in the development of the site. Even if the proposed terrace creeps up to the Cottage's position, it ought to be incorporated into future developments, - some kind of archway across to the terrace would provide an interesting photographic opportunity. It is surprising to me, just how many visitors already stand and photograph the Cottage even without any vehicles in the vicinity.

yours sincerely,

Charles Foster

CRAFT COTTAGE CRICH, PROPOSED EXTENSION.



C. D. FORSTER.

28.9.89.