

minute
11102

THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 39th meeting held on Sunday 24th January 1993, 10.30am.

Present: M.C.Wright (acting Chairman); D.Lardge; J.B.Brooke; W.G.S.Hyde; J.Soper.

1. Apology for absence: A.W.Bond.
2. Minutes of the last meeting (3.10.92): Approved. No amendments.
3. Matters Arising not covered below:
 - a) Exhibition Hall west side. Once the retaining wall on the west side was complete, a pair of gates as used on Dutton's Yard would be fitted. The wagon bodies would be emptied during the summer. (Action: DL)
 - b) Plant shelter. It was proposed to build a lean-to against this (completed) wall to house the hydraulic platform plus the fork lift truck likely to be on offer. (Action: DL)
4. Stone Workshop: A hoist had been acquired from a CO-OP warehouse, which could appropriately be fitted to the building when it was rebuilt. The Building Regulations had expired. An Extension would be asked for, as it was cheaper than resubmitting. It was thought that grants were unlikely unless the building was Listed. If it was Listed, its rebuilding would be much more difficult and could prevent it being realigned parallel to the track. Catch 22.
The clock was 1920's and should move north of the bridge when appropriate.
5. Red Lion: The brick rear retaining wall was now under construction. May need additional funding in this period to keep the workforce going. Completion of this wall would reinstate the rear access to the Tea Rooms from the Car Park road. (Action: DL)
The foundations were almost finished (one concrete pour to go). It was felt that because of the visual impact on the Museum Street, this project should receive high priority. (Action: MCW→Board)
6. Surface Water, Crescent/Fleamarket: Further soakaways were to be constructed (drawing JS 10.92), including a gridded drain across the Crescent halfway up, with tarmac and kerbstones extending from there to the street. Mr.Davis had written disagreeing with the proposals, arguing that these new soakaways would silt up just as the present one has done. It was agreed that additional steps should be taken UPSTREAM to divert water from the Fleamarket and Bridge top AWAY from the Crescent, through soakaways higher up. The flood of water was undermining the track round the Depot crossover, and a solution was required urgently. Some money allocated in the current budget. (Action: DL)
7. Railings, Bridge to Entrance: To be continued when labour was available. Red Lion currently had priority. (Action: DL)
8. Ian Allan Plaque for Bridge: The Patron could unveil it should he come in May. However, it was not designed for external display, and it was not typical street furniture. It was agreed that it should be temporarily placed in the Exhibition Hall until space could be found in the Restaurant, where it could reside alongside the other such awards. (Action DL to ask Ex.Hall.C'tee)

/...CONTINUES

9. Brickwork from Sheffield: The large ornamental brickwork name from Queens Road Depot/Works Sheffield was likely to become imminently available. Because of its size, it was felt that the only appropriate place would be at roof height, for example on the Workshop Extension over the washbay. As this was some years in the future, and storage was at a premium, it was agreed to take no further action, on the assumption that the authorities were intending to store it locally in Sheffield. (Action: MCW→RB)

10. Terraced Houses: Mr.Wright's paper (developed from and consistent with the 1985 Development Report pages 47,60 & 65) was reviewed. It was agreed that the Motor Garage should not be proceeded with, but the corner building could have a shop appearance. The key issue was that the design should make it possible to attract investment. The Criteria were agreed with minor amendments. The paper as amended is attached. (Action: MCW→Board)
JS to generate the initial design for the next meeting. (Action: JS)

11. Entrance Steps/Ramp: Needs improvement as it is the first impression a visitor gets. The Board had already agreed to the Committee's proposals. The building will need replacing within five years. Consider stage one (kerb and slope realignment and regrading) for winter 93/4. (Action: DL)

12. Statue: None had been identified as available.

13. Pedestrians Keep Left: Approved by Board. Progress to be ascertained. (Action: MCW→RB)

14. Street Foliage: Some of the trees had been removed. The Fire & Safety Committee's opinion on the retention of the bushes south of the bridge was noted but not agreed with. It was reaffirmed that the bushes would have to be removed in due course as buildings went up, and the kerb line moved back to 10ft.6ins from the rail (except close to the bridge) for the proper street effect was to be achieved. No problems had occurred on the west side path (which was quite narrow by the Picnic Steps) where no protective foliage had been planted. Normal sensible pedestrian street behaviour occurred here.

15. Any Other Business:

a) Lecture Room Roof: Mr.Davis had revised the plans (dated 22.1.92) from a sloping to a shallow pitched roof to use standard (therefore cheaper) building parts. The proposal was endorsed. (Action MCW→JND)

b) Current Board policy was not to retain any of the buildings from the 'Quarry Period' unless they could be fitted into the Tramway Period Street, and almost all these buildings would have to be moved or rebuilt in due course to fit this ideal. It was suggested that this policy should be reviewed. The buildings could be of greater historical significance left where they were. (Action MCW→Board)

Next meeting: Mid year, in preparation for the 1993/4 Winter Budget.

Circulation: Those present & apologising, Board, Mins Sec.
Issue one 300193mcw

DEV/MS

THE TRAMWAY MUSEUM SOCIETY
INTERNAL CORRESPONDENCE

Please reply to :

To : Development Committee (AWB, WGSB, JBB, JS, DL)

From : M.C.Wright

cc :

mrule
11/02

Date : 10.1.93

Subject : Meeting at 10.30 on 24th January

One item which I would like to be considered at the meeting on the 24th, is street development, and thought it would be useful share my thoughts ahead of the meeting.

Development north of the Red Lion. The 1985 Development Report (paragraph 116) endorsed the 1967 proposals for a terrace of houses on the east side north of the Red Lion, in the long term development of the Museum Street. The only limit is allocation of resources and the priority decided upon by the Board. At the Development Committee's meeting to consider the Red Lion on 8.3.92 (notes circulated 16.3.92), it was suggested some preliminary sketches should be made for further buildings.

"The excavation demonstrated the opportunities for improving the Museum Street gradually in small steps. By taking another bite from the bank, the space for further buildings (such as a terrace of houses) could be created relatively cheaply and quickly." Funding was not then available to take another bite.

Whilst the terraced row needs to have the correct Tramway Period appearance, what goes behind the facade need not. Examples are:

- More office space,
- Retail sales area,
- Further exhibitions & displays,
- Employee accommodation (manager's or caretaker's houses),
- Members' accommodation.

Several members have expressed the wish to see permanent residents living at the Museum, mainly for security purposes, and a few members have indicated they would be prepared to invest in bricks and mortar for the privilege of living on the premises in retirement.

Draft Design Criteria are attached (appendix one).

Could sufficient members be persuaded to finance such a scheme so that the Museum benefits in the long term?

The only similar example I am aware of is between Liverpool University and my father-in-law. The latter agreed to renovate, enlarge and modernise a near-derelect Victorian cottage on the edge of the University's grounds at his own expense in return for a 'life interest' in it for himself and his wife. On their deaths, the property would become available for University use.

Could we do something similar?

26.1.93 As amended at the Development Committee Meeting 24.1.93.

STREET DEVELOPMENT

Design criteria for a row of 'artisans' terraced houses north of the Red Lion on the east side path.

1. Their appearance from the Museum Street to be 'Tramway Period', with the front doors opening out directly on to the street (no front gardens, i.e. different from Beamish). Red brick (to contrast with the grey setts and green trees) sash windows and slate roofs.
2. The remainder of the building to be to modern standards, and capable of being lived in (i.e. double glazed, insulated, fully serviced, gas, electricity, phone water, drains and sewerage).
3. To minimise the excavation cost, the ground floor to be only one room deep (say 10ft.). Upper floors could extend over the embankment towards the carpark road. The ground floor rooms could be set out in period style, to allow visitors to peer in through each front window (the periods could vary, as at Beamish, showing tramway employees' front rooms at say, 1910, 1930, 1950). However, the front doors should normally be kept closed to minimise ingress of dust and eliminate the need to staff the rooms. The corner house by the Red Lion to have a shop front.
4. Access to the upper floors to be through the front door (by exception) and from the Car Park Road (routinely).
5. To provide a proper sense of proportion, the houses to be three floors high, so that the buildings extend above traction pole height and complement the hoarding and any Workshop extension over the washbay.
6. Access at the back, from the car park road to include garage accommodation (hence the three storeys). Because of the geography, buildings nearer the bridge would be smaller. No access at the back from the Museum street because of the embankment for the car park road.
7. The appearance from the back to be traditional, but utilitarian.
8. To be for one or two people (1-2 bedrooms) rather than for family groups.
9. Modular construction, so units can be added on when finance is available.
10. As units are added northwards, their position to be considered in relation to widening the road north of the horse trough to provide the 10ft 6ins kerb to track. (This would require the removal of most of the trees planted in 1960 and the elimination of ground vegetation which would not be typical in front of terraced houses in 1910.)

In effect it would be a two-floored dwelling, with access on the top floor and through the cellar, with panoramic views across the Depot Yard and trams rumbling by every few minutes during the day!

THE TRAMWAY MUSEUM SOCIETY

INTERNAL CORRESPONDENCE

TO: Development Committee.
cc. R. Benter.

FROM: J.M. Davis.

SUBJECT: STONWORK - Q. Road Depot, Sheffield.

Please reply to:

Rev meeting
Jan 93

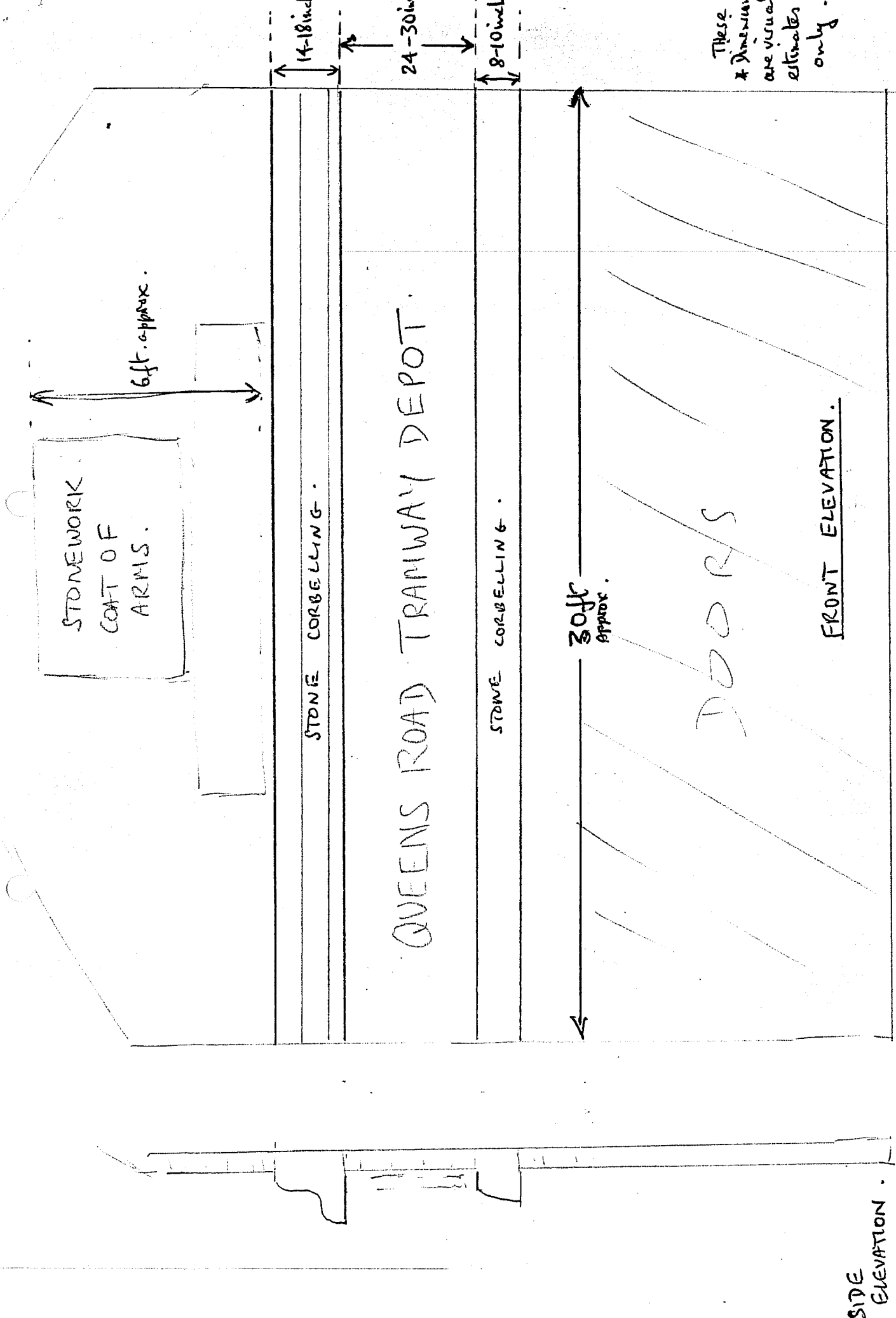
DATE: 20.1.93

Attached is a rough sketch of the above as detailed by Roger Benter at B. Mtg last, showing approximate dimensions.

The width of 30ft is fairly accurate, the remainder are estimates only from observation at ground level.

The upper and lower protruding corbelling is separate from the inscription but obviously forms an integral part of the installation.

The Coat of arms & upper inscription are entirely separate see RB's photo



These
* Dimensions
are visual
estimates
only.

NOT TO SCALE.
D.M. 1/1/03

THE TRAMWAY MUSEUM SOCIETY

INTERNAL CORRESPONDENCE

TO: Development Committee

Please reply to:

FROM: J.M.Davis

*Der mbs
Jan 93*

SUBJECT: Lecture Room Roof

DATE: 20th. January 1993.

The proposal to fit a monoslope roof to the existing Lecture Room building to obviate leakage problems with the present flat design, was accepted by the Development Committee early in 1992 and a budget for this work has since been agreed by the Board.

The monoslope roof was originally proposed to keep construction complications and costs to a minimum. However John Brooke has now provisionally proposed a revised design with a conventional, A shaped double slope roof which can be built using ready-supplied trusses and within the existing cost parameters

Such a design would be more pleasing, and whilst firm proposals are still in preparation, the Committee's approval for this alternative roof profile would be appreciated, so that preparations can proceed should it prove fully practicable.

If there are any questions please do ask.



J. M. Davis

THE TRAMWAY MUSEUM SOCIETY

INTERNAL CORRESPONDENCE

TO: David Lardge ✓
cc: Kyle Hulme

copy to Development Committee

please reply to:

Dev m/b

Jan 93

FROM: Mike Davis

SUBJECT: Drainage on Crescent.

DATE: 20th. January 1993.

I refer to the drawings dated Oct. 1992 which you kindly passed to me a week or two ago.

I have to say strai ght away that I am not in favour of proceeding with such a proposal at the present time for the following reasons:

1. The drainage potential of the ground in this area is very limited and location of suitable soakaways has yet to be determined.
2. The proposals utilise very expensive hardware which if not succesful will be largely wasted
3. Such chambers in our situation, when inevitably filled with debris would have to be dug out by hand, -which won't happen!!
4. It only addresses part of the area, what about the rest?
5. Assumes a tarmac surface, which might be O.K. if we get one but this will be costly, we haven't any money, and if we had would we spend it here?

I refer again to my original proposals(from several years back) and for which I have a budget, of a series of diagonal stonefilled trenches and soakaways at suitable intervals down the slope from the Flea Market to the Bandstand and including the swampy area of the playground, for the following reasons:

6. The only one actually built worked well until it became silted up (or filled with mixer washings).
7. Additional trenches would serve to reduce the flow at any one point and hence reduce the silting up.
8. Cost is limited to hire of machine and a few loads of stone.
9. Silted up soakaways can be cleared with a machine and refilled
10. Good soakaways can be identified and developed, useless ones can be abandoned and new sites looked for.

Certainly once a series of good soakaways has been identified and tarmac is envisaged, we can then proceed to upgrade what we have proved. Until then it seems to me we could be wasting our money and effort.

Mike Davis

THE TRAMWAY MUSEUM SOCIETY
INTERNAL CORRESPONDENCE

To : Development Committee (AWB, WGSB, JBB, JS, DL) Please reply to :

From : M.C.Wright ✓

cc :

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MW