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THE TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 41st meeting held on Sunday 17th April 1994, 11.00am.

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

1. Apologies for absence: L.Wyld, Marketing Manager.

2. Minutes of the last meeting (10.10.93): Approved. No amendments.

3. Preparation of 5-year plan: It was agreed to review the 1967 and 1985 Development Reports, identify and consider those recommendations which should be actioned in the next five years, those which are no longer valid or which need significant modification, and generate any new recommendations. Contributions in writing to be circulated before the next meeting.

(Action: all)

4. Stone Workshop & Belper Pumping Station: The pumping station would yield excellent building material, but unless used quickly it would "disappear" stone by stone through theft. The water authority had no timetable for demolition yet. It was thought it would make an ideal entrance building, perhaps built down at street level at the bottom of the entrance ramp (although this might cause difficulties for visitors not seeing it from their cars). Marketing opinion to be sought.

(Action: MCW-LJW)

A cost of £30,000 was suggested to re-erect it. Site visit to be arranged. Significant excavation might be required. The present entrance structure would last for about five more seasons.

It was agreed that using the Belper building purely as stone for the Stone Workshop was a less attractive option. As the Stone Workshop had not been Listed, the previously favoured option of a complete dismantle and re-erection parallel to the street, at the right distance and height from the kerb line was now more appropriate (estimated cost £250,000), (ref. Mr Hall's memo of 29.3.94).

It was questioned whether there was still a good reason to keep the building. The Stephenson connection was very tenuous, its construction date was not known, the early maps were inconclusive and undated. It was argued that the stone workshop did not look like a typical building found in tramway streets. Historical implications?

(Action: AWB-D.Storer)

Another option was to put another building in that space, and photos of the Nelson tramway office and Yorkshire Penny Bank were examined.

However, it was agreed that resources should first be used to INCREASE the number of buildings in the tramway street, not put up replacements, but contingency plans were needed, as the Stone Workshop would eventually collapse, and the resulting gap would have to be filled quickly.

5. Red Lion: Progressing, but two key ornamental pieces had disappeared (presumed stolen), and it would take Charles Forster several weeks to make replacements. The quality of the CTF work had been very variable, and CTF funding had reduced. Should reach first floor level by year end. The floor beams could only be put in place when the Museum was closed.

(Action: JS/DL)

It was felt that because of the visual impact on the Museum Street, this project should continue to receive high priority.

(Action: Board)

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6. **Period Fittings and Street:**

The replacement of concrete manhole covers by cast iron ones had been included in the Summer Budget.

The tiling of the Bookshop toilets was in progress.

The emergency exit doors from the Workshop and Depot 2 needed periodising, and the pipework railings also needed replacing with a more period style. (Action: DL)

7. **Matters Arising from previous meeting:**

a) Exhibition Hall west side: It was still intended to improve appearances with a pair of gates as used on Dutton's Yard. The wagon bodies were being emptied. One had been demolished so far. (Action: DL)

It was still intended to finish the retaining wall and to build a lean-to in the area to house the hydraulic platform. Included in the Summer Budget. (Action: DL)

b) Terraced houses with living accommodation, east side, north of the Red Lion. The Board had agreed in principle. Initial design awaited. (Action: JS)

c) Improved Front Entrance & Road. New facade erected and road tidied up. It was agreed it was certainly eye catching.

d) Regrading the entrance ramp (to meet current regulations on steepness) would have to be left until winter 1994/5 at the earliest. However, neither the winter 93/4 nor the 1994 Summer Budget included:

Raising the kerb and fitting a queue barrier at the southbound car park stop.

A shelter for the northbound Victoria Park stop (parts from Ashton in F.H. Field)

Arch and lamp for top of picnic steps.

Removal of street lamp by wall post box, and fitting of lamp on wall end. (Actions: DL)

8. **Street Periods:** It was difficult to meet the original intention of pre-1910 between Stephenson Place and the Bridge, and 1920-39 northwards. Quite a few items (such as the 'Illuminated' and 'Keep Left' signs) were 1920's and therefore in the 'wrong' place, although the long term plan is to move such items northwards at a future date. Further thought was necessary regarding the practicalities.

It was agreed that a "between the Wars" period was more realistic option for now, but the long term strategy remained for the main part of the street to be ca.1910, so all buildings erected should be of pre-1914 design. (Action: ALL)

8. **A.O.B:** A note had been placed in the Journal and Contact regarding the control of 'tramway period' development.

Next meeting: Late summer, depending on progress on the 5-year plan.

Circulation: Those present & apologising, Board, Mins Sec.

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THE TRAMWAY MUSEUM SOCIETY

Internal Correspondence

Am mls

To: Development Committee

From: Bob Hall

Date 29th March 1994

Subject: STONE WORKSHOP

The news that the stone workshop has not been listed has been greeted at least by me, with great relief. The restrictions that would inevitably have accompanied such listing would have outweighed any advantage in attracting aid.

Having said that, I am a little concerned with the attitude of some who are saying that it is of little importance, is in the way, and has a style that does not fit in with the concept of our developing street. There are suggestions that the site would be better used with a different building.

This thinking is inaccurate and shortsighted. The building is our only major example of Stevenson's work and to destroy it will bring increasing irritation as years go by.

That it is badly sited is true but many structures dating from the 18th and early 19th century were still in regular use throughout urban areas during the tramway heyday. To replace it with a younger style will stereotype our street rather than give it character.

I urge therefore that the proposal to dismantle, realign and rebuild the workshop on roughly its present location is revived rather than abandoned. If the construction is done with present day materials as the internal load bearing structure, a principle used extensively at Ironbridge on their "exact reconstructions" then our street would benefit from imaginative use of the 1st floor loading bay.

Our street will develop more rapidly if further buildings are additional, rather than replacement of existing structures.

