

TRAMWAY MUSEUM SOCIETY

DEVELOPMENT COMMITTEE

Minutes of the 51st meeting, 6.9.98 at Crich

Present: A.W.Bond, D.F.Russell, M.C.Wright, J.Soper, J.Miller

Apologies: none, all present.

1. Minutes of last meeting (10.5.98): Agreed.
2. Matters Arising: The slurry lagoon will not be filled in. The Chesterfield shelter was not proceeded with.
3. Lottery application: More changes in the rules, larger schemes are no longer in favour, and our feasibility study is not lottery fundable. The East Midlands is high on the list for funding. Significant workload in revising our schemes *again*.

Action: AWB

4. Setts: 223 tons acquired from Torre top shed Leeds. 800 sq yds and some track. With the 50 tons of kerbs already, it would do Town End or top of street or Grand Union. Thanks to JS & colleagues. Minimal cost to TMS. Unloaded on Fleamarket - nickable - (£60/ton) needs to be put somewhere safer or covered up.

Action: JM/JS

5. Members accommodation. A summary of users' contributions is in appendix 1. There was general support in principle, and continuity of accommodation was stressed.

The KWVR spent £150k for 44 beds in 22 rooms (bunks) as a lean-to on the side of the loco shed. Pretty basic accommodation. The Festiniog spent £500k for 40 beds plus amenities, common room, conference room, warden's flat, sitting room, social room, washroom, showers, laundry, central heating. It was funded £210k by FR, £100k by FR Trust (which included specific donations from members) and grants of £191k -40%- from Tourist Board & EEC). The initial estimate was £350k. The Bluebell, West Somerset, North York Moors and Swanage Railways all operate 'hostel' type accommodation similarly, so the need is well understood by other preservationists.

JS indicated the draft scheme suggested by MCW would be about £250k. It would cost £100k to keep the houses in good repair.

It was agreed that a scheme costing £150k would be generated. To include dormitory for six, kitchen, showers, common room and as many double rooms as made 150K. The design should show alternatives for the ground floor (street level) rooms as either amenities for members (washing etc.) or office use, rather than period pieces. Two small flats would also be included (at extra cost), to assess the potential for private financing and possible permanent (leased) occupation.

Action: JS

The accommodation diary would be analysed. It was agreed that the information would not be very accurate, but was the best available.

Action: DFR

It was suggested that all 21 bed spaces were no longer needed and other ways be sought of obtaining top up capacity for the few peak weekends. The optimum number of bed spaces had yet to be established, and how to generate extra capacity for these five or six peak weekends.

Action: next meeting based on information obtained

A sketch of what land could go with houses sale, and a new entrance into the Field from the Lane was reviewed. Dimensions to be added.

Action: MCW

There was a suggestion that the council might wish to turn the Lane into a road and connect through.

It was essential that any scheme had the support of the potential users in order to maximise member contributions.

6. Red Lion: The balustrade was being worked on. Lion replica being made. Total input is one man-day a week ONLY (no Norman Anderson or Bob Hall). Windows delivered. For publicity, a "topping-out" ceremony could be late Feb/ March 1999. Then cleaning down, do the lettering/tiling, insert windows. *Then* the scaffolding can come down and railings removed early next season.

Action: JM

The cast iron gents still in the plan for the cul-de-sac.

A plan was required for the interior, current thinking is additional catering (for a new market-corporate entertainment possibly). Decision required no later than March 99.

Action: AWB> Board

7. Indoor Play Area. Items being moved out by Pickfords next week to Clay Cross. Midland Railway will take the surplus steam engine. Play equipment will be ordered shortly. Building control approval received last week. Completion likely by year end.

Action: JM

8. Disabled access. Tarmacing in progress behind depots (fire exits). P.Biggs' plan for a wood block route was reviewed. The example by the exhibition hall had been examined and the appearance was extremely good. The risk is that they are not hard wearing and are very slippery when wet. The edges (between granite & wood) needed to be well defined with no raggedness. It was agreed to recommend phase 1 (winter 1998/9) and see what it looked like.

Action: AWB>Board

9. Bandstand Railings. The temporary timber fence was being erected not in the position of railings, which need to be nearer the edge otherwise visitors will go round them. It was not clear where the railings were currently stored.

Action: JM to investigate

10 Footpath to Wakebridge: not opened yet. Proper signs needed

Action: JM

Theft risk if visitors go past the sett piles & building materials (we are losing wood setts now).

11. PDMHS & use of octagon: Now redecorated & refurbished. Some support to retain it as a (volunteer-staffed) catering outlet rather than as a mining exhibition area. Paper being produced as other buildings in the area are life expired (e.g. PW store needs replacing).

Action: JM

12 Water column: location agreed, by the bridge at Town End, clear of disabled access.

Action: JM

13. Access Tram weather protection. Location design and material not yet identified.

Action: MCW>CH

14. Washbay Hoarding: very life expired and rotten. All timber needs complete replacement, and posters repainted. Recommend replace unchanged, to same design. Winter budget.

Action: JM

15. Open Railings at book shop & Wakebridge. The Committee was reluctant to agree to any change. Research in the archives had not unearthed any typical examples of what has

been suggested by H&S Committee. It was suggested that a risk assessment be done by H&S.

Action AWB>H&S Committee

16. Winter budget: mainly maintenance. The Glory Mine development (fencing & tram stop) and the GM-W path were not included.

Action JM & AWB

17 Avoncroft Museum has asked for our AA & RAC boxes. Recommend Yes to AA box as it is not an urban object. The RAC box no longer exists.

Action AWB

18 AOB: Workshop gates: referred to Committee by Board (minute 14383) concerning the environmental impact and appearance. No further action.

Thanks were expressed to ADtranz for the Wakebridge work. Some recognition with a sign/hoarding at Wakebridge would be appropriate. It would be an opportunity for ADtranz to show their products at the Museum (modern trams). ADtranz had been unable to finish the cabman's shelter, so final work and painting will be done on site budget.

Action JM

19 Next meeting: Sunday 22nd November 1998 10.30 Crich
Circulation: those present, ACSM, Board, Mins Sec.

mins51 psion

150998 draft one

appendix one
Field House/Cottage & Street Development

There are 19 'priority' users, opposite a capacity of 21. There are two 'priorities' in the 6-bed dormitory

Members' contributions:

Eight members (Messrs Dougill, Clarke, Baker, Musgrove, Lane, Thompson, Terry & Redmond) replied in writing, and four, (Messrs Nicholls, Heaton, Pickup & Lomax) have responded verbally.

The general opinion is of support, particularly as it improves the Tramway Period Street, although with some doubt that the financial numbers will add up, and there is a clear understanding of the need to maximise our assets, both material and people. One user is totally opposed to using buildings in the street for members (insisting that the Board's policy is for off site members' accommodation) and has a string of suggestions for shops and other properties operating commercially (bank, jewellers, chapel, sports shop, sweet shop). Another questions the need for such accommodation and doubts we will look after it properly. He also suggests a smaller capacity. Several stress the economic impact in that it provides a low cost facility which enables members to make significant contributions at the Museum. This has been valued (for Lottery purposes) at between £50 and £150 per day depending on skill level.

There were several detailed design ideas, including ensuite facilities for some rooms, omitting the garages, and using the ground floor rooms for amenities or offices instead of display areas for visitors. The permutation of rooms was challenged, but the final design must be able to encourage all types to stay and contribute, from individuals to family groups. One 'dormitory' type room should be included. It was assumed that the building would extend only as far as the Doncaster Stone (which matches the 1968 and subsequent Development Plans) and the rear aspect on the Entrance Road needed to be attractive.

The need to have NO break in accommodation at the Museum was stressed by all.

The idea of permanent flats on a non-subsidised basis also received support (except from one member), although the financial dimensions were difficult to establish. The concept of a lifetime lease reverting to the TMS on surrender or death was liked.

Several members thought better use of a new building (or the Houses) would be as income-generating holiday accommodation.

Sale of the southern part of the Field for building land was supported (although it is currently designated agricultural land).

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