

Development Committee

Minutes of meeting-70 held on 2-June 2002 at 2.30 pm at Crich

Present

- A W Bond, D F Russell, I Musgrove, J Soper, J Miller
- M C Wright was on Operations duties.

Minutes of the previous meeting

- The minutes of the previous meeting were not yet available.
- AWB advised that an application to the Countryside Agency had made for a grant of £150k under the Aggregates Levy Sustainability Fund (successor to the Aggregates thingy). This was an expression of interest and would cover the capping of mine shafts, provision of a path between Wakebridge and Glory Mine, various environmental improvements and the possible provision of architectural features such as gazebo, trolls, No response had yet been received.

Permanent way

- IM advised that he had hoped for assistance from Haydn Langford, Nigel Lemons, Steve Harrop, Neill Lomax, Alan Barber, James Blythe, Martin Weaver, and some had already assisted in basic track cleaning. Dai Hawkins was the Registrar.
- JM advised that relationships with Messrs Trackwork Ltd were difficult. He did not want constant personnel changes. J M Davis had provided specifications to a high degree and was prepared to supervise contractors, to work beyond their finish.
- IM said that he had become more aware of the subtleties of the permanent way, stating that in the 34 years between 1968 and 2001, there were 345,427 recorded car miles operated (MCW figures ex Operations Office), and that this was over track that had already been used to an unrecorded extent by previous owners.
- Operations Department had provided priorities - Glory Mine (1), Wakebridge, interlaced track, Town End. RMR was investigating how to remodel Glory Mine to incorporate various factors. JM had, however, stated that engineering requirements dictated against having a perfect terminus with no means of gaining access to it. Glory Mine would be remodelled very simply in order to meet Operations need to reverse two trams together, and to ease the curve at the north end of the terminus. The priority would be given to the interlaced track. RMR advised that the geometry was acceptable. JM advised that the interface of rail sections between (say) BS8 and RI59 in order to utilise the ex-Transperience crossings was not a problem.

Library

- The project was on time and being monitored. Simons still considered that the security of the faced stonework in Field House field was not their responsibility. Clifford ??? needed to resolve this.

Workshop

- The HLF plaque had been provided adjacent to gallery visitor entrance. Temporary HLF notice boards could now be removed. The "Tramcar Workshop" stone had now been installed on the street façade below eaves level.
Action: J Miller
- Gate - two quotations had been sought, neither had followed through. JM thought that it might be possible to re-use the former Library gate. JM would begin the work.
Action: J Miller
- Dissatisfaction was being heard regarding the overhead crane. JM advised that the crane was adequate for the purpose for which it had been designed. The TMS had specified the dimensions required. John Shawcross had specified a 7.5 tonne capacity. Morris Cranes had offered certain alternatives. JM said that it would have been nice for it to have been able to remove top decks and trolley bases. However, the height restriction imposed by planning requirements (maximum building height that of existing depots) together with regulations requiring minimum safety access distances above the lifting equipment determined the maximum lift height. The main purpose of the crane was to assist in dismantling trucks/bogies, other heavy low height work and to unload lorries. The removal/installation of top deck covers would occur only once/twice every three years when a mobile crane would be hired in. This has recently happened with Leeds 345 (£400). Such costs would be at lower overall than the provision of a higher permanent crane with the associated building. The Workshop now had a new 7.5 tonne power operated crane compared to a 1 tonne, hand-operated crane of dubious quality.
- There was no requirement for the provision of overhead working safety equipment. Such work would be carried out elsewhere. The car washing facility did not need this either.

Red Lion

- The "as fixed" manuals were still required. **Action: J Soper**
- JS would look at the white lime staining on the retaining wall, and to the coping stones. **Action: J Soper**
- The compound wall at the SE corner was still incomplete despite a promised completion date of 7 January. **Action: J Miller**
- J M Davis still going to produce the lantern for the urinal. Sign "MEN" should be moved to side facing Red Lion doorway, and be replaced by one stating "GENTLEMEN".

Hoardings

- These were almost complete
- The original (ex Washbay) hoardings had been provided to hide a mess. But with the completion of the Workshop extension, a short section of original asbestos sheet cladding on the east side of depot II remained. This spoiled the appearance of the area especially when viewed from the Red Lion. A brick wall could create clearance problems with the adjacent track. JM and JS would investigate for inclusion in the winter 02/03, or summer 2003 budgets. **Action: J Miller, J Soper**

New entrance kiosk

- An artist's impression had been provided adjacent to the existing kiosk. Favourable comments on the proposals had been received from guests to the Library foundation stone laying. Concern was voiced regarding the site of the new kiosk interfering with other future proposals (e.g. bus turning circle). K B Hulme's greatest concern was that there be no encroachment onto the exiting car park space. The position of the kiosk had now been written into the specification. There was no finance available to provide mobility-impaired persons' access via the vehicle access.
- Tenders were expected to be returned by Wednesday 10 July

Quarry

- KBH is said to have understood that the quarry now had a life expectancy of only 2-3 years. Consideration should be given to the purchase of land up to the crusher. G B Claydon would be asked to consult the title deeds regarding the transferability of rights of access of quarry owners over TMS land if/when the quarry was sold.
- The poor state of entrance road surface was briefly mentioned.
- The size and appearance of Aggregate Industries' entrance signs was mentioned. A meeting between AWB/DFR/JM/GBC with Aggregate would discuss
 - (i) purchase of land after extraction finished, (ii) Aggregate Levy Sustainability Fund (iii) missed
 - (iv) missed (v) quarry lorries sheeting bay at the rear of the car park extension.

Action: A W Bond

Sherwood Foresters' field

- KBH had suggested that the Sherwood Forester's field (to the east of the entrance road) could be (a) hired, (b) purchased. Access could then be made from the field to the Museum's entrance road. IM advised that there was a height difference of some 30 feet at its lowest. The Sherwood Forester's Association had written giving the non-availability of certain dates.

Emporium

- I J Longworth was to be asked for business plan for these premises. G C Wilton had been asked to provide concept photos. The condition of the existing facility now requires early action. **Action: A W Bond**

Outstanding items

Existing entrance kiosk	Quarry road	Ashton shelter	Workshop
Fire route gate	Woodland walk	Museum signage	Red Lion Alley
Landscaping	Cast iron urinal	Brian Pickup disability access memo	
Storage	Overhead authenticity	Sheltered accommodation	
Budget	Sett laying	Listed building status shelter from Huddersfield	

Next meeting

- Sunday, 4 August 2002, 10.30 am., Poplar House.
Agenda to include the entrance kiosk.