

## THE DEVELOPMENT COMMITTEE (Meeting 79 - 16.05.2005)

Held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 16<sup>th</sup> May 2005, at 11.00 am.

Issue: 1

Present: Messrs A.W.Bond (Chairman), I. M. Dougill, A. Smith and G. Wilton.

Apologies for absence: M.C.Wright.

### 79.1 Minutes of Meeting 78 (28.02.05)

These were agreed as a true record.

### 79.2 Membership of the Committee:

Members considered the membership of the Committee. Mr Smith thought that it would be difficult to progress matters with a larger committee, particularly as others would need to be invited for different projects. It was felt that the size and membership was correct, with others being invited to specific meetings to discuss particular items where they had special knowledge.

### 79.3 New Entrance Building:

Mr Smith explained that he had investigated the products available. Most would be unsuitable as they were designed for light use. He had pursued two options.

Mr Smith indicated that a basic portacabin would cost about £16,000 and commented that they could be improved to provide a superior appearance. A preferred option was a timber framed building from a company which he had investigated – 'Inside Out'. This firm would provide a concrete base and design and project manage the erection of a building for price which would include plumbing etc. Mr Smith estimated that a slightly larger building than our existing one could be provided to 'shell' standard, fully insulated with electrics and minimal heating, but no plumbing for about £26,000 + VAT, say £29,000. Toilets would be extra.

Their Architect, Gordon Smith, would talk to us and come up with a layout to suit our needs. Allan Smith would talk to 'Inside Out' with a view to their visiting Crich. Mr Wilton suggested that the opportunity be taken to upgrade the area surrounding the entrance. Mr Hulme was to be invited to the next meeting of the Committee to discuss Operations requirements.

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### 79.4 Stone Workshop:

A meeting had taken place with Nigel Rose Management. The HLF had indicated that they would fund a Design Brief, consequently briefs needed to be prepared for the professional advisors – architects, structural surveyors and exhibition designers - as part of the initial HLF bid. Nigel Rose Management would assist with this work which would enable the scheme to be progressed. It was noted that it needed to be progressed in the next few weeks.

The Committee were optimistic as it was thought that the HLF would only fund a Design Brief if they were supportive of the proposals.

### 79.5 Access for the visually impaired:

It was noted that gold bands had been applied to some poles by Dr Minion. It was agreed to monitor the reaction from members and visitors.

The pathway through the Woodland Walk needed resurfacing to make it more 'wheelchair friendly'. Mr Smith suggested a suitable surfacing medium.

A problem area which had been identified was close to the labyrinth, where the drainage was poor.

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### **79.6 New pathways at Glory Mine:**

The paths had been constructed at short notice under the guidance of Mr Wright and had not been previously considered by the Committee. Whilst they made the area more attractive and inviting it could encourage

passengers to ask to alight from tramcars. However fencing was required to keep visitors on approved routes and prevent them walking down the tram track before they could be allowed to alight. Mr Smith would consider and come back to the Committee with a plan for minimal fencing works.

### **79.7 Summer Budget:**

The trackwork and re-surfacing work at Town End had been completed. Wooden block paving was to be provided at the end of the track for wheelchair access to the AccessTram loading point. A paper was awaited from Mr Wright in respect of his proposals for both Town End and Glory Mine.

### **79.8 Audit of Trackwork and Overhead Equipment:**

Mr Wilton reported that a working party consisting of Messrs Davis, Hall and Markham were identifying various items stored around the Museum and establishing which were unique or of other importance and those items which could be regarded as scrap. The important and the unique items would, so far as possible be stored at Clay Cross or in more secure storage at the Museum.

In addition to the value of identifying and protecting artefacts, Mr Wilton felt the work would raise the awareness of the value and uniqueness of the equipment.

Mr Smith will also get involved in this work; he already had Mr Musgrove's permanent way records.

### **79.9 Red Lion**

Mr Webster had proposals for permanent ramps etc., from the first floor of the Red Lion and it was agreed to invite him to the next meeting to discuss the matter.

There being no other business, the meeting was closed at 12.00 noon.