

## THE DEVELOPMENT COMMITTEE (MEETING 86 – 19.03.2007)

**ACTION**

Held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 19<sup>th</sup> March 2007 at 10.30am.

Issue: 1

Present: Messrs B Pennyfather (Chairman), I.M. Dougill (Secretary), A. Smith, G.C.G. Wilton, M.C. Wright, A. K. Thorpe (Minutes Secretary)

Apologies for absence: A.W Bond

### 86.1 Minutes of Meeting 85 (29.01.07)

These were agreed as a true record.

### 86.2 Terms of reference:

Mr Dougill agreed to fine tune the terms of reference of the Committee to have regard to the full development of the Museum – not just the physical buildings.

### 86.3 Red Lion ramp:

It was agreed that the ramp was still needed despite the changed use of the accommodation.

Mr Smith's contact at SGB scaffolding had left, but he would try to get assistance from another contact. He felt that it would put the timescale back a little, but not by a full season. The work could be done during the season if we had a clear two weeks between events requiring the use of the Upstairs restaurant. This would be in use whenever 1,000 visitors were expected. Mr Smith felt that it could still be done within budget.

Mr Pennyfather enquired about the life expectancy of the ramp. Mr Smith felt this could be quite long although the steel could rust below the plastic coating. Two options – same again or include the kitchen ramp. It would require two weeks for main scheme and one additional week for kitchen ramp.

Mr Wilton would speak to Miss Isaacs to find timeslots and to find out if she wanted the kitchen ramp to be included.

**GCGW**

The Budget would carry forward £10,000 for the ramp. Mr Smith would speak to his (second) contact at SGB.

**AS**

The need for additional help from qualified members was underlined.

### 86.4 Entrance ramp:

Initial thoughts were that the road would need moving because the ramp would reduce its width. Major engineering works would be required to take out part of the embankment to the north. The whole area would need excavation with a concrete (brick faced) retaining wall.

Mr Wright put forward an alternative of proceeding north at the top of the existing ramp and then coming down the road. Mr Smith costed his scheme at £150,000 and Mr Wright's suggested scheme at about £60,000 (roughly).

Mr Smith commented that both schemes would need steps and a ramp. He would work up costings.

**AS**

There followed a site visit which included Mr Daft who made an alternative suggestion. He proposed that the ramp go towards Town End. It would not affect the road and would give a viewing / photographic platform. It was thought that both the ramp and the steps might be able to be installed without affecting the stability of the wall to the bridge. These proposals would avoid segregating our visitors and yet still provide the 9ft.6in from the rail edge to the pavement. It was generally favoured over the other proposals.

## THE DEVELOPMENT COMMITTEE (MEETING 85 – 19.03.2007)

### 86.5 Toilet facilities at Town End:

#### Barnett's Sweet Shop Toilet Refurbishment

Mr Wright reported that it would be completed by 1<sup>st</sup> April. Modifications had been made to the water supply. We would find out at Easter if they worked.

Signage was being progressed, it being agreed that a sign outside the sweet shop should point to the Assembly Rooms toilets.

MCW

#### Assembly Rooms toilets:

It was agreed not to pursue proposal to turn whole of the ground floor accommodation into toilets, but to push forward with a refurbishment and a reconfiguration of the 'Gents' in order to facilitate a unisex disabled facility.

Messrs Smith and Wilton were to check measurements in order that Mr Smith could prepare a specification for use by a local contractor. Maybe we could use period urinals which we had in stock.

We would just redecorate the Ladies toilets.

Mr Wright suggested a cost of about £15,000 plus carpentry work to the external screen with the work being done from September onwards.

Mr Wright was requested to inform Mr Sampson of the need for budget provision.

MCW

### 86.6 Options for Glory Mine:

Mr Wright suggested that works be carried out in 2007 / 08 at Wakebridge, followed by Glory Mine. This would ensure tramway access to Glory Mine.

It was agreed that the first stage would be to select a suitable scheme and then make it attractive to alight, as part of that scheme. Mr Smith felt the priority was to get survey drawings. He would survey both Glory Mine and Wakebridge with Mike Thorne's assistance. (The alternative was to pay about £2,000 for a professional survey.) It was agreed that we seek quotations for a professional survey. Mr Smith agreed to ask Mr. Thorne if his employers (Atkins) knew of firms who would quote.

The preferred track option was for right hand running, but it was uncertain if there was sufficient space for an island platform.

Mr Wright suggested leaving the points in their existing positions and keeping a loop of the current length. Phase 2 would be to get access to the full length of the stub, but with boarding and alighting in the existing loop area. The siding would have conventional points and be usable as a siding for service cars. He envisaged that the stub would only be used on busy days.

Mr Pennyfather agreed that a scheme be worked up for right hand running around the existing loop with a longer term scheme to open up the stub and include the 'Camera Obscura'.

#### Glory Mine – fencing / surfacing / visitor facilities

The Peak District Mines Historical Society were understood to be keen to interpret the mines in the Glory Mine area.

Mr Pennyfather indicated that we needed to be certain of our track layout before surfacing works took place. Mr Wright indicated that if the track layout was not suitable for visitor circulation, we faced a major track laying cost. Mr Pennyfather enquired how quickly we could ease the curve to the stub. It was agreed that phase one was the track, phase two was surfaces, phase three was the Camera Obscura and the final phase was easing the stub.

### 86.7 Report on rights and responsibilities re Quarry

Mr Dougill indicated no change.

### 86.8 The Stone Workshop

IMD

Mr Wilton indicated no change; the casework officer had not read our submission. He indicated the proposed layout of the new facility:

## THE DEVELOPMENT COMMITTEE (MEETING 85 – 19.03.2007)

Toilets were to be provided on the ground floor to serve the new education facility whilst the first floor was to be accessed from the workshop gallery. The doorway to the workshop gallery was to be made more inviting. There would be no public access to the education facility.

The first floor would be a permanent exhibition.

Putting the education facility on the first floor was discussed and discounted, whilst it was indicated that exchanging the education facility with the forge bookshop, would increase the cost of the scheme and push it over £1 million, with a consequential need for a greater portion to be provided as matching funds by the Museum.

86.9 Offer of original Road Traffic Act 1930 Road Sign:

We had the sign. Mr Wright would get quotations for the production of two replica signs.

**MCW**

86.10 Report regarding a Storage Facility:

Mr Smith indicated that the company he knew had gone out of business. He would seek other companies.

**AS**

86.11 Civil Engineering / Surveying Assistance:

Assistance was to be sought for Allan Smith but the person would not need to join the committee.

**IMD  
MCW**

86.12 Other matters

To be held over to the following meeting of the Committee.

Date of Next Meeting: Tuesday 8<sup>th</sup> May at 9.30 am