

THE DEVELOPMENT COMMITTEE (MEETING 87 – 08.05.2007)

ACTION

Held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 8th May 2007 at 10.30am.

Issue: 1

Present: Messrs B Pennyfather (Chairman), I.M. Dougill (Secretary), G.C.G.Wilton and M.C. Wright.

Apologies for absence: A.W Bond, A. Smith and A. K. Thorpe.

87.1 Minutes of Meeting 86 (19.03.07)

Subject to it being noted that Mr Thorpe was not present, having tendered his apologies for absence, these were agreed as a true record.

87.2 Red Lion ramp:

Mr Smith reported that he had failed to get anywhere with SGB; following the departure of his contact, their successors were really not very interested in pursuing the proposal. He would however continue to look for alternative contractors.

87.3 Entrance ramp:

Mr Smith had costed the proposals suggested by Mr Daft at £160,000, more expensive than had been hoped. There was no prospect of amending the entrance arrangements unless a cheaper alternative could be found.

Mr Pennyfather indicated that we needed a good plan for the original proposals which had been suggested by Mr Wright. The committee had now considered four schemes including the original one which had been suggested by Mr Soper.

A scheme was needed which used the natural lie of the land wherever possible. It was agreed that the need for a gentler slope was the primary concern. There had been few problems with the existing slope. The scheme proposed by Mr Wright would provide an improvement but it would require the width of the road to be increased to enable a ramp to be provided at one side.

It was agreed that the principles for a scheme were that it should not require any underpinning or civil engineering works. The solution might be to open up and use the area to the north. Mr Wright would look at proposals which should include an authentic looking tramstop. Mr Pennyfather would discuss matters with Mr Smith.

**MCW
RTP**

87.4 Toilet facilities at Town End:

Barnett's Sweet Shop Toilet Refurbishment

Mr Wright reported that had been made to the water supply. Monitoring usage at Easter had confirmed that there had not been a water supply problem.

Signage was being progressed, it being noted that the sign outside the sweet shop had been changed to point to the Assembly Rooms toilets.

Assembly Rooms toilets:

It was confirmed that toilet capacity was not a problem although the standard of the facilities was felt to be an issue; they did not meet modern expectations.

It was agreed to progress the provision of a unisex facility adjacent to the existing gents facility by reconfiguration of the facilities. This would also mean that the standard could be improved. Mr Smith had undertaken to supply plans to Mr Wilton shortly.

87.5 Options for Glory Mine:

Mr Pennyfather had previously sent out a rough drawing with his thoughts. Right hand running would be required in order to avoid the need for a cantilevered platform to the left hand track to allow passengers to alight. It was agreed that we should experiment with right hand running before spending on capital works. This might be done by opening up the siding to service cars by removal of the 'bump over' crossing and laying

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a small amount of tarmac. It was indicated that for about 200 out of approx 250 operating days, cars did not 'cross' at Glory Mine, so why did we always go around the full loop? We could use the siding if the crossing and the overhead were amended.

Mr Wright agreed to speak to Mr Markham regarding the possible amendment of the trolley reverser to allow use both from the right hand track and without the need to go into the stub track.

It was agreed to use gorse rather than fencing as it would grow most of the year, yet would not expand its coverage. It was suggested that planting commence in advance of the full scheme for the area.

Picnic tables were also suggested as desirable.

87.6 Wakebridge

Wakebridge re-modelling was thought to be more pressing than the Glory Mine because of the condition of the trackwork. Mr Wright thought that it should be re-modelled with reduced curves but retaining the existing functionality. He suggested installing components which would facilitate double track at a later date. Because we would need to publicise an amended service, he did not feel that it could be done this season.

Mr Wright that we knew which components we had in stock, such as rail from 'Transperience' and special fishplates, and which would need to be acquired. It would be necessary to run with open trackwork for a while. It was agreed that Mr Wright would discuss availability of a rail crane and the flat truck with Mr Shawcross.

87.7 The Stone Workshop

Mr Wilton indicated we still awaited revised drawings from the architect. He indicated that the Regional Manager from the HLF would be visiting later that day, when he would be our most recent proposals. Mr Pennyfather indicated that he would like to see the stone workshop plans. **GCGW**

Mr Wright did not like the idea of access from the Workshop Gallery, with the ground floor being used for education – although he appreciated the reasons and that nothing could be done to amend it without the large risk to the grant aid for the whole scheme. Mr Wilton explained the reasons for the current configuration and the differing floor areas available on each floor.

Mr Wright felt that exchanging uses between the education room and the forge bookshop would be beneficial, but it was pointed out that were this possible, it would push the cost over £1 million and thus increase the percentage of matching fund which the Museum would have to contribute.

87.8 Provision of a Storage Facility:

Mr Wilton agreed to pursue various options and agreed to keep Mr Smith informed. **GCGW**

87.8 The Woodland Walk

Mr Wilton indicated that Mr Frost had agreed to provide a 'story telling chair' in lieu of two year's rent. The material was a six ton piece of oak and had a material value in excess of £1,000. **IMD
MCW**

Mr Wilton was discussing the maintenance of the sculptures with both Andrew Frost and the BTCV. **GCGW**

It was felt that the 'storey telling chair' and the set-piece using Nottingham 92 would assist in getting the woodland walk regarded as part of our core business.

87.8 Date of Next Meeting:

The chairman would propose suitable dates outside the meeting. (Subsequently agreed as Monday 23rd July at 10.30am)