

THE DEVELOPMENT COMMITTEE (MEETING 114 –7.4.17)

Held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Friday 7th April 2017 at 10.30am

Present: M.C.Wright (Chairman); J Soper; L.Waters; A,Smith, D.McEwen, M.Galer, I.Dougill and L.Smith

114.1 Apologies for absence:
A.Thorpe; J.Brett.

114.2 Minutes of Meeting 111
The minutes of meeting 113 (Friday 2nd December 2016) were approved.

114.3 Matters Arising

Actions outstanding from previous meetings:

a) The Bundy Clock. Overhaul of the mechanism (quote £995).

Action: JB

(In the Chairman's opinion all it needs is levelling, nothing more, but not easy to do.)

b) Inspector's Hut: Pictures of tramway period structures had been found, and been reviewed with N.White. Most were simple wooden huts with little character. Further pictures to be sought.

Action: MCW

c) 'Gentlemen' and 'Ladies' finger signs: quote received, order placed for four. Two 'Public Conveniences' signs for the Depot Yard., a 'Gent's' for the end of the cul-de-sac and Ladies' on the traction pole at Town End. The subscriber Plus Fund would be invited to contribute.

Actions: MCW- to collect when ready

d) Weather Vane (Barnett's sweet shop): The vane was life expired, and would be conserved and replaced by a copy. When?

Action: LW

e) Wall Clock: (Stephenson Building) A quote had been received for £3,000. The board had approved the expenditure at its June meeting (minute19023), to be funded by the Jubilee fund. Winter project.

Action: LW/JB

f) Exhibition Hall clock: A quote had been received for £1,999 to put it in working order.

Action: LW

g) Police Sentry Box (Town End): The phone line has now been repaired, (but can only be heard then inside the Box). The outside bell and flashing light can now be reinstated.

Action: JB

h) Committee membership. Mr. Andrew Watkins was yet to be invited to join the Committee in view of his interest in street development.

Action: MCW

i) Walkarounds: To be resumed.

Action: DWMcE

j) Post Box: Their letter confirming it was in their 'Penfold refurbishment programme' and 'would be done in 2016' has not resulted in any progress, although they have been reminded by Mr.Sykes. (Post-meeting note: quote received, order placed)

Action: DWMcE, LW

k) Victoria Park and Hyde Road: Subscriber Plus Fund: The work to put in a kerb line from the telephone box up the hill to opposite the park gates had been completed. The location and fixing of the 'Hyde Road' signs was still being reviewed. It was agreed that a low wall

and/or railings would improve the appearance and stop the embankment from encroaching onto the pavement. To be included in the winter work, as would the new street light opposite.

Action: MCW/MSG

l) The MacRae Police Box. The Board had agreed, located as planned (minute 19023), provided an appropriate agreement with the owner was concluded, using the Jubilee Fund.

Action: JB

m) Restricted Street Notices: Discussions with the castings manufacturer (above) had identified a suitable post and finial for the 'restricted street' sign and a price would be sought.

Action: MCW

n) 'Trams Running' Board. Specification outstanding. Presently no information is available for visitors (once they have left Admissions) on which trams running are (and are not) available for them to travel on.

Action: MCW

o) Eagle Press outside light: Potential sources of 'period' (but compliant) fittings had been identified (see appendix one, meeting 112). The lights on the Burnley Offices and Learning Centre are also of an inappropriate pattern and would also be changed.

Action: JB

p) R&C Area and Town End. The drawings had been passed to the Strategy Committee.

q) Buggy Park. Was to be set into the bank to improve circulation space.

Action: JB

r) Relocation of stored artefacts (from Cliffside). Completed. All removed to the stockyard.

114.4 Village Hall Project. At its February meeting the Board asked the Committee to consider "the provision of a community hall with a capacity for 200 people, toilets and a hot drinks facility" (minute 19072ii).

Jim Soper had produced several schemes and refined them through discussions with various members of the Committee.

Four schemes in three potential locations had been identified.

1. Beside the Red Lion. Based on the existing excavation proposals, for about £265k a hall with a capacity of only 100 could be fitted into the space available.

2. In Victoria Park. Would take up a significant portion of the park, would be difficult to deliver to and expensive to provide water, electricity and sewerage (£279k excluding the provision of services).

3. East of Victoria Park, (scheme B) at trackside, excavating back as far as where the skips are sited. Regrading of the approach road and pedestrian ramp to meet current regulations. (£320k excluding provision of services). Some loss of car parking but, more significantly, ALL road vehicles bigger than a classic car would need at least a three point turn or TWO reversals to reach the access ramp from the far edge of the car park. Operationally impractical

4. East of Victoria park. (Scheme A) Same location of building as above, but without altering the vehicle access ramp or pedestrian route. (£282,000 excluding services).

The Chairman thanked Jim Soper on behalf of the Committee for producing these imaginative schemes and the accompanying drawings.

See appendices:

Appendix 1: Narrative JS

Appendix 2: Scheme by Red Lion

Appendix 3 'Scheme A' opposite the park with no vehicle ramp regrading

(Note: only parts of the drawings have been copied electronically for the Minutes. Members of the committee have the full set.)

After much careful discussion, scheme A was preferred, as a fully serviced unit capable of

operating both when the Museum was closed and open (i.e. all year including evenings) could be built there. It was agreed to develop this plan in further detail to cover the hall's delivery vehicle and wheelchair access, adjustable ticket boundary and tramway street access.

Action JS & MSG

Further thoughts. Developing from this it was decided a building not in Tramway Street should be considered. An independent structure combining admissions, bigger shop, and village hall was suggested, over the footprint of the present (extremely tired) Admissions Building. It could cost significantly more than the present suggestions but would serve all three purposes.

Preliminary ideas and plans would be circulated prior to the next meeting.

Action AS

114.5 Any Other business

Stephenson Place hoarding. Currently unadorned (a consequence of the theft of some and safe removal of other) posters and enamel adverts, a suggestion had been made that a member of the Committee could take over responsibility for affixing fresh posters, including the practice of 'flyposting'. Typical early 20th century adverts could be produced by the Eagle Press. To be investigated.

Action DWMcE

Carried forward for the next meeting:

Review of the Development Report (no.3) opposite the Five Year Strategy.

Action All

Wakebridge;

Glory Mine: 'second generation' tram stop?

Street development beyond Victoria Park towards Cabin;

Other projects which could enhance the Tramway Period Street.

Action: All

113.17 Date of Next Meeting

Friday 19th May 2017, 10.30am, at the Museum.

Circulation:

Those present & apologising

TMS hon sec

Appendices:

Appendix one JS narrative

114 AP17

CRICH TRAMWAY VILLAGE.

PROPOSED VILLAGE HALL. REPORT TO DEVELOPMENT COMMITTEE. 7 APRIL 2017.

The Museum Board of Management have asked the Development Committee to consider the possibility of building a Village Hall. This is to replace costly annual marquee hire and if promoted correctly, could also make a significant contribution to the Museum's coffers. Other Museums depend for their existence on this type of scheme, the National Motor Cycle Museum at Solihull being a good example.

Village halls are multi-purpose facilities and can be let out for many different uses. The scheme suggested, which it is thought meets all the Museum's requirements and those of the planning and building regulations authorities, measures 26M (85ft. 4in.) x 9M (29ft. 7in.), rather larger in area than the August 40's 80ft. x 70ft. marquee.

POSSIBLE PROPOSED SITES

Suitable sites for any buildings are in short supply at Crich and all involve extensive excavation.

North of the Red Lion.

It is understood that this is the Board's preferred location, but it is not large enough. Extensive excavation and a crib retaining wall are required. The width of any building on this site is restricted to a maximum of 8 metres by the crib wall and the length to 15.5 metres by the existing soakaways. R.S. 6297:2007 and BRE Digest 365 specify that no soakaway should be closer than 5 metres from any building. The two soakaways are exactly 5 metres from the Red Lion, and unfortunately must also be the same distance from any other buildings. This means there will have to be an open space to the south, which could be used as a beer garden, shrubbery etc.

A village hall in this location would be about half the size required and would replicate what is already provided in the Poulson Room. The Poulson Room caters for about 80 to 100 persons with superior catering facilities. A new building would be rather pointless and would not replace any marquees. The cost of the retaining wall and awkward contractor's access also militates against this location.

In Victoria Park.

This site is not very suitable and it is difficult to find any points in its favour. It is possibly of more use to the Museum as an open grassed area for events rather than being cluttered up with a building. It is remote, isolated, "tucked away" and many people visiting the Museum would be unaware of the building's existence. Facing north east the front of the building would only see the sun in the summer up to about 10.30 or 11.00 am. On a sunny day, most of the time it would be in shadow – not good for commercial potential.

Servicing would be difficult until the museum street is tarmaced or setted up to the end of the Victoria Park area. It would also be difficult to access by the contractor during the construction period. It is assumed he would not be allowed to run his plant over the tram rails without extensive and expensive protection and would probably have to access the site through Victoria Park, which would be "chewed up" and possibly be put out of action for a season.

Services are difficult in this area. Electricity and water would have to come from the old quarry mains in the car park, which are thought to serve the existing portakabin.

Opposite Victoria Park.

This site is possibly ideal. It faces west and on a sunny day from noon it would get the sun and the building would look fine when viewed from Victoria Park and similarly Victoria Park would look good when viewed from the village hall. It would completely transform this area of the Museum, which, depending on the scheme adopted, would become two and a half to four times larger than at present. When fully completed and setted, it would give visitors an impressive "first view" of the Museum.

Two possible schemes (A and B) have been suggested for this site, one retaining the existing 1 in 7 access road from the car park to the Museum site. The other a new maximum 1 in 14 access road. Both schemes have advantages and disadvantages. The proposed village hall is in the same location in both schemes and is on the site of what was to be a 30 metres x 10 metres allotment at existing car park level in the abandoned lottery scheme.

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The siting would include part of phases 3 and 4 of the long standing Victoria Park proposals. It is suggested that the hall be sited to allow a 10ft.6in space between the rail and kerb for the parking of buses and other vehicles at special rally events. Apart from the initial excavation, the temporary loss of the existing access road, (scheme B only) and contractors' vehicles running via the quarry road gate through the north part of the car park, there would be little interference to the running of the Museum. The tramcar services would not be affected.

Scheme A

This scheme is the least expensive and retains the existing 1 in 7 access road from the car park. The scheme has none of the advantages of the scheme with a new road, but has two advantages apart from cost.

1. It requires less space.
2. There will be an open space to the south of the building which could be grassed over and be useful on events days.

Scheme B

This scheme will require the removal of the existing access road from the car park to the Museum street and replacement by a new road. The new road would be roughly level near to the village hall and then rise at a maximum of 1 in 14 at the rear of the hall to the car park. Please see the proposed levels on the drawing. There will not be much loss, if any, of car parking spaces. These would be replaced by increased parking for vintage vehicles in the Museum street. The new road occupies the space that was allocated for a memorial hall in the abandoned lottery scheme.

The siting of Scheme B has a **MAJOR AND IMPORTANT** advantage.

The Building Regulations stipulate that the maximum gradient for wheelchairs should be 1 in 12, but the existing access ramp from the portakabin to Museum street is a maximum of 1 in 5.5. It was constructed before the Health and Safety Regulations were introduced and therefore the Museum can claim "historic exemption". However, while it is possible to obtain exemption certificates for, e.g. asbestos in vintage vehicles, it is highly improbable that a certificate would be granted for the ramp. In the writer's view the ramp is an accident waiting to happen. A new road would give the Museum the opportunity to use the existing portakabin and give a safe and improved wheelchair and push chair access to the Museum. A 1 in 20 path could be provided from the Portakabin to a pavement to a 1 in 25 proposed new access road. The access road and rear of the proposed village hall would become part of the Museum street scene and give Museum visitors a new and exciting entrance to the Museum. The existing steep ramp could be removed, graded, and the pavement extended from the bridge to the new access road.

Phase 3 of the original Victoria Park proposals provided for a bus turning circle in the open space adjacent to Victoria Park. This involved major excavation of about 10 to 12 metres into the existing embankment. This will no longer be necessary as buses will be able to enter the street at the north end of the car park. They will have to reverse about twice to achieve this, but this will not affect trams or any other traffic as would be the case with the earlier proposal.

The new road would allow the first part of the long standing (1981) proposal of the Board, to connect the main line to the bridge track, to be carried out. It is understood that at present visiting trams enter the Museum site down the existing 1 in 7 road. They could do the same by reversing down the 1 in 14 road, but perhaps a better solution would be to fit a sprung trailing point on the "down" track and have a dedicated tram unloading and loading point in the location shown on the drawing. This would obviate the need for heavy vehicles and trailers to enter the Museum and avoid disruption.

If the suggested improvements for the disabled are carried out, the rear of the hall will be overlooked by the entrance building and security improved. There is, however, in most village halls little of any value. The building would also provide an ideal "shelter" for visitors in the Victoria Park and car park area in the case of a sudden downpour.

THE VILLAGE HALL

The hall itself is very simple and is designed in a vernacular style common from the 17th to 20th centuries and still used today in housing schemes. It is of 150mm coursed and pitched York stone with an "Old English" clay pantile roof. For future maintenance considerations York stone has a life of several centuries and clay

pantries from 80 to 100 years. The building will be fully insulated, comply with all current building regulations and have a high quality modern interior.

The scheme consists of a hall designed to accommodate 204 people on stacking chairs with a podium 750mm (2ft.6in.) high x 3650 (12 ft.) deep on which a table and chairs for 12 people can be provided. There are the required fire exits and a kitchen with external access and bar designed for the provision of tea, coffee, biscuits, cakes, sandwiches etc. At selected times it could also serve beer, wines and spirits if required although a licence will probably be needed.

There is no separate storage for tables and chairs. There would be vertical stacking for chairs and small tables and folding for large tables. When not in use they would be either around the perimeter of the hall or curtained off on the podium.

There are male and female toilets, a disabled toilet/baby change, entrance hall and lobby. Being multi-purpose the hall is suitable for a wide range of possible uses, and could be a big asset and useful earner for the Museum.

As well as being a replacement for the marquees, it would be an ideal and unique location for conferences and concerts (all types, classical, jazz, swing, rock, brass band etc.). It could be used by the brass band if rain interrupted a concert on the band stand. It would be ideal for dances, although a licence may be required for this activity. It could also be used for sports such as table tennis, and could accommodate a badminton court although it is not certain if the 12ft. ceiling height would be sufficient. Things like whist drives could also be held in the hall, also wedding receptions. There would be space for about 90 seated guests including the top table on the podium. The food would have to be transported from the tea rooms. The Committee can probably think of other possible uses.

The hall would NOT be suitable for drama. The regulations call for a height of 4ft. for the stage, 20ft. wide x 12ft. high for the proscenium opening plus a minimum of 3ft. above for curtain gear etc. and 4ft. each side for the wings. A ceiling height of about 20ft. would be required, i.e. an increase of about 8ft. in the height of the building. The stage needs to be a minimum of 20ft. deep, which would increase the length of the building, also by 8ft. There would have to be expensive lighting. For the few occasions per year when it would be used for this purpose and the possible income, it is not thought that the additional cost could be justified.

Services are nearby in the form of the electricity and water supply to the old quarry which are thought to serve the existing portakabin. It is suggested that the drainage be to a septic tank to the south of the hall, cheaper than connecting to the existing drain adjacent to the Red Lion.

It is not proposed to have a gas supply to the building. It would be costly to install, the nearest connection being the Red Lion. The building is designed to achieve zero carbon emissions and low level electric heating should be adequate.

COSTING

The internet has been consulted regarding costing and the complete cost of the building could be met out of the £300,000 allocated by the Board. The building construction is traditional and the same as used in house building. Breaking it down. The internet states that the cost of constructing a house depending on quality is as follows:

Standard construction. £626.48 per sq.M

Good construction. £807.87 per sq.M

Excellent construction. £1,009.98 per sq.M

The total area of the hall, including external walls is 26 x 9 M = 234 sq. M.

Allowing a cost of £1,000 per sq.M the total cost works out at £234,000.

The building is about a metre higher than the average bungalow, which will increase the cost by a further 72M x £100 per sq. M. = £7,200, i.e the total estimated cost of the building is £241,200 +VAT.

Total costs vary depending on the siting as follows:

Site to the north of the Red Lion.

Excavation and retaining wall	£100,000
Building 8M x 15-6M	£145,000

External Works	£15,000
Fees say	<u>£5,000</u>
TOTAL	£265,000 + VAT

NOTE: This building is about half the size of the buildings listed below.

Victoria Park.

Removal of trees	£2,000
Excavation and carting to Glory Mine (1200 cu. M bulked)	£10,800
Building 9M x 26M	£241,200
External Works	£20,000
Fees say	<u>£5,000</u>
	£279,000 + VAT

Scheme A Opposite Victoria Park

Removal of trees	£2,000
Excavation and carting to Glory Mine (2000 cu.M bulked)	£18,000
Building 9M x 26M	£241,200
External Works	£16,000
Fees say	<u>£5,000</u>
TOTAL	£282,200 + VAT

Scheme B Opposite Victoria Park

Removal of trees	£2,000
Excavation and carting to Glory Mine (2400 cu M bulked)	£21,600
Building 9M x 26M	£241,200
External Works	£18,725
Road 390 Sq.M	£19,500
Kerbs	£3,000
Path for wheelchairs	£6,000
Fees say	<u>£5,000</u>
TOTAL	£317,025 + VAT

CONCLUSION

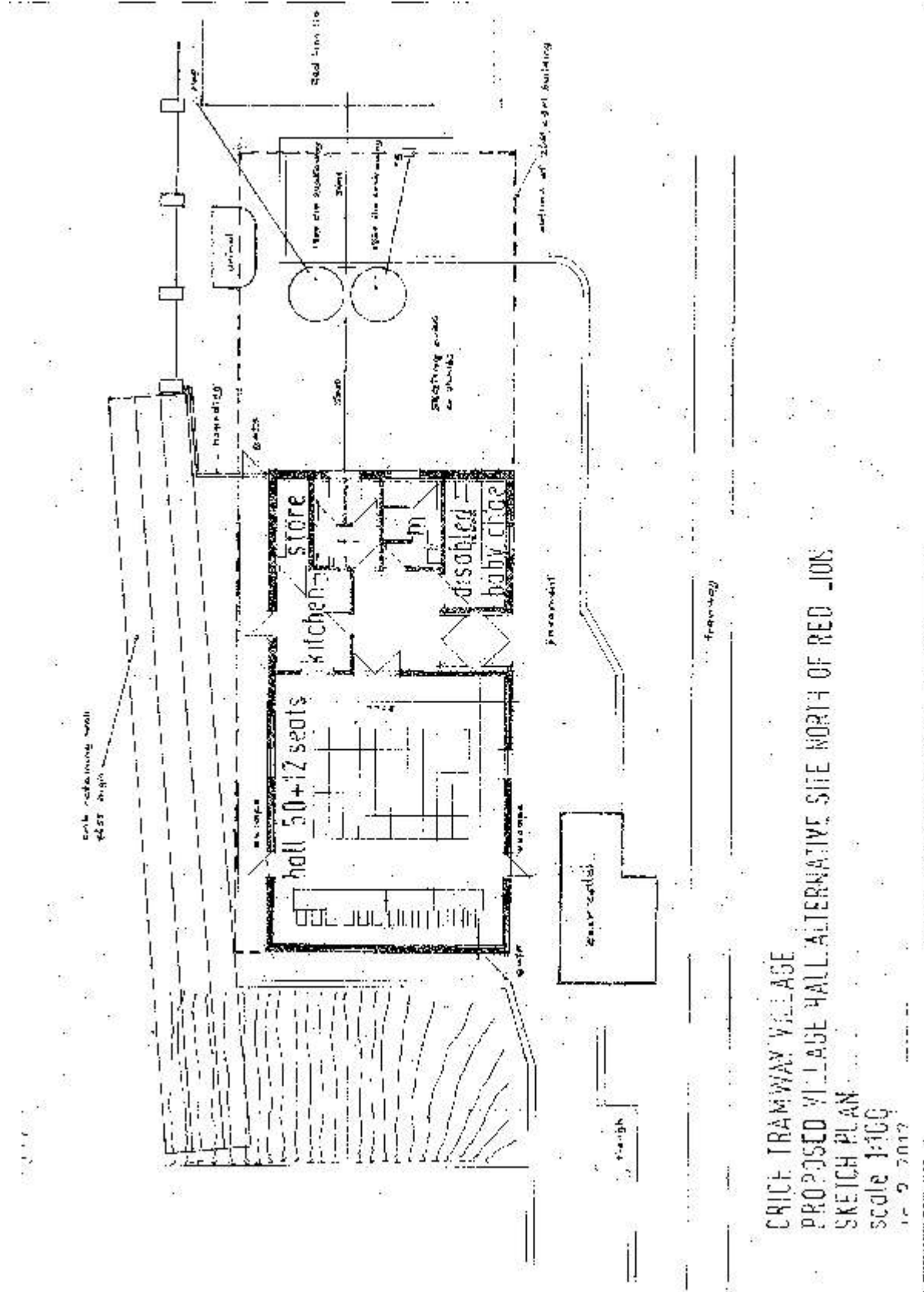
It would seem pointless in carrying out the excavation, no more than ten days at the most, this winter and carrying out the building work a year later. All that will do will increase the cost of the project by the rate of inflation, which could be over £20K. The Board will also have to pay for marquee hire and lose a year's possible income from the facility. Also, if Scheme B is selected, the Museum will be without a link from the car park to the Museum street for a year. Surely the Board do not want this. A competent contractor say, Tomlinsons, Millwards, etc. should be able easily to complete the project in the winter months and even if they overran say to April, the disruption to the Museum would be very minimal. By then the heavy plant, JCB's, big lorries etc. will have gone and there would be Transit van type vehicles through the north part of the car park. It is strongly recommended that if the money is available and a suitable tender is obtained, the work be carried out during the winter 2017 to 2018. Although preliminary detailed drawings have been prepared, to meet this date, and get approvals, tenders, etc. it is suggested that the proposals be put before the Board for approval or otherwise as soon as possible.

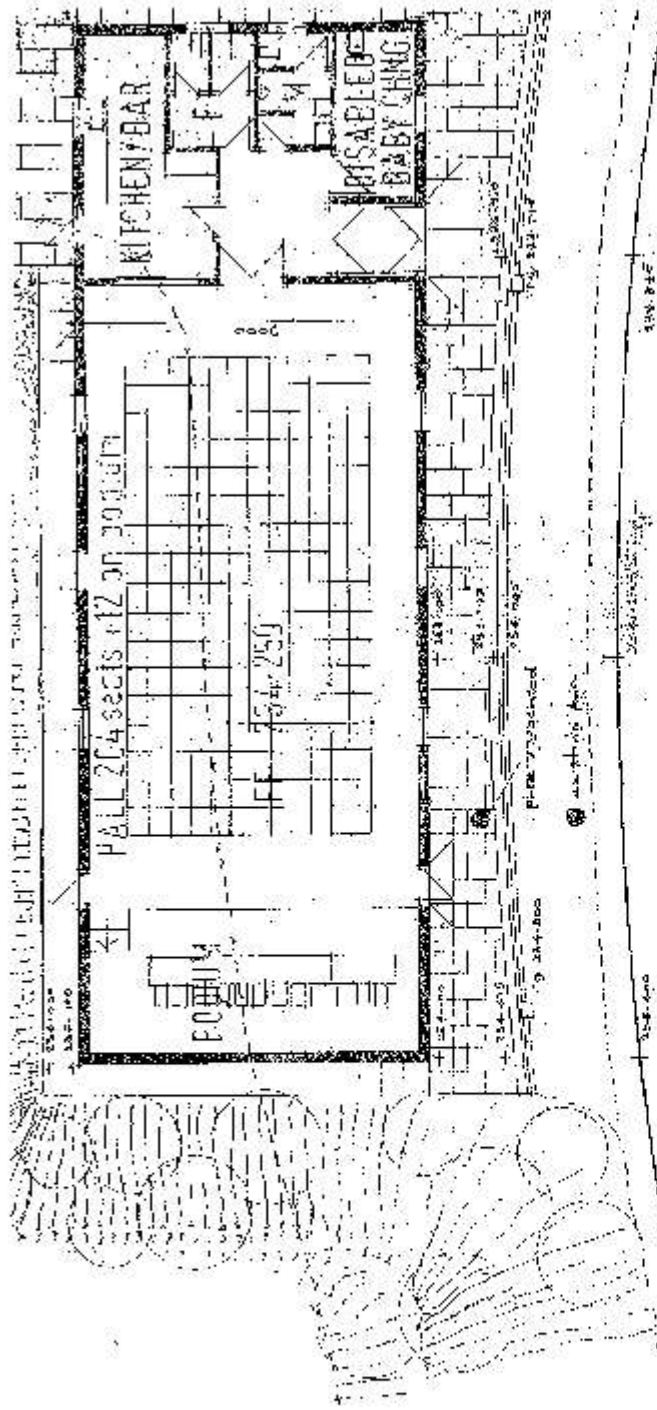
SEPARATE MATTERS

If the Board are concerned about the loss of car parking spaces, particularly with Scheme B, there is a lot of "dead" space at the north end of the car park, at present occupied by a 5 metre wide x 1200mm high bund between the car park and quarry road. It does not appear to have any purpose and if removed would provide 36 additional car parking spaces. Please refer to drawings.

For a relatively low cost it should be possible to provide a footpath from the village hall to Wakebridge. Pinch points would be at the north end of the car park and opposite the rock face at Wakebridge. Ground anchors would have to be placed into the embankments at these locations.

J.Soper, Architectural Adviser.





CRICH TRAMWAY VILLAGE
PROPOSED VILLAGE HALL SCHEME A
SKETCH PLAN
scale 1:100
3.3.2017

