



infrastructure

planning and building control
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DEPARTMENT OF INFRASTRUCTURE

TOWN AND COUNTRY PLANNING ACT 1999

TOWN AND COUNTRY PLANNING (REGISTERED BUILDINGS) REGULATIONS 2013

NOTICE IS HEREBY GIVEN that at a meeting held on the 21st October 2014, the Department of Infrastructure, in pursuance of its powers under the above Acts and Regulations REGISTERED

Railway Station Main Road Santon Isle Of Man IM4 1EH

as represented by the buildings delineated on the plan hereto attached, in the PROTECTED BUILDINGS REGISTER by reason of its special architectural and historic interest.

THE EFFECT OF THIS REGISTRATION IS IMMEDIATE and prohibits the alteration or demolition of the structure or appearance of any part of the building except in compliance with an obligation imposed by or under any statutory provision or with the prior written consent of the Planning Authority.

Dated this 21st October 2014,
By Order of the Department

A handwritten signature in black ink, appearing to be 'C A Dudley', written over a horizontal line.

C A Dudley
Deputy Secretary to the Planning Committee.

1st Floor, Murray House,
Mount Havelock,
Douglas,
IM1 2SF.

NOTE :

Under The Town and Country Planning Act 1999;

**Schedule 2
The Protected Buildings Register**

Notifications of entries on register etc.

2. (1) As soon as may be after a building has been entered in the register, or the register has been amended by removal of a building from it, the Department shall serve a notice on the owner and the occupier of the building stating that it has been entered in or removed from the register.
- (2) The owner or the occupier of, and any other person having an interest in, a building which has been entered in the register may apply to the Department to remove the building from the register-
- (a) within the prescribed period after service on him of a notice under sub-paragraph (1);
- (b) after the expiration of the prescribed period after the decision of the Department on a previous request under subsection in relation to the building.

Under the Town and Country Planning (Registered Buildings) Regulations 2013

5. Periods for purpose of Schedule 2 paragraph 2(2)

- (1) The period specified for the purposes of paragraph 2(2)(a) of Schedule 2 to the Act (period after notice of registration, within which owner or occupier may request de-registration) is 21 days.
- (2) The period specified for the purposes of paragraph 2(2)(b) of Schedule 2 to the Act (period after initial period, during which owner or occupier may not request a de-registration) is 5 years.

To: Property Owner – SITE NOTICE

Local Authority - SANTON, Thrang End, Ballasalla, IM9 3EG,
Director, Manx National Heritage
Isle Of Man Natural History & Antiquarian Society
Mr Nick Black, CEO, DOI, Sea Terminal Building, Douglas, IM1 2RF
Mr Ian Longworth, Director of Public Transport, Banks Circus, Douglas
Mr Rodney Christopher, Director of Estates Shares Services, DOI, Sea Terminal Building,
Douglas, IM1 2RF

REGISTERED BUILDING PROPOSAL

NAME: Santon Railway Station
ADDRESS: Off the A5 Douglas to Castletown Road, Malew
POST CODE: IM4 1E
LOCAL AUTHORITY: Santon & Malew Parish Commissioners
GRID REF: 312 722

Introduction

Santon station is situated 5 ½ miles south from Douglas on the 15 mile, 3 foot gauge line to Port Erin. The Douglas to Port Erin railway was opened to the public on the 1st August 1874, one year after the Douglas to Peel line had opened.

Towards the end of the construction period, stringent economies were necessary to allow completion of the line. The station list, dated October 1872, provided for all station buildings on the line to be of wooden construction, though this was later re-examined. Santon had not been on the original list of stations, however by October 1872 a station had been agreed, although it's position and nature had yet to be resolved.

At the time of the Port Erin Line's opening a mere 'sentry box' style of building had been provided at Santon. This was moved to Port Soderick the following year and the current building at Santon erected.

Following the success of the line, a programme of station-building replacement was commenced in the 1890's, however the amount of goods/passengers using Santon didn't warrant this investment and thus it retained it's wooden building.

History

The current wooden station building at Santon was built in 1875 and was one of three similar structures that existed on the Isle of Man Railway when taken over by the Manx Government in 1978. Colby's was demolished in 1978 with Ballasalla's following suit in 1986. Santon itself was very nearly demolished in the early 1980's and would have been but for the intervention of a Railway Society who paid for its repairs.

As can be seen in the layout drawing herewith (SA-001) the station site consists of a passing loop and a siding which once served a Cattle Dock. The 'manure' siding, cart road and cattle dock were added in 1910, subsequently an advertisement hoarding hid it from the train. The cattle pen has long since gone, but the stone platform remains and is still used today for loading permanent way wagons. The station building has a wooden frame to which overlapping wooden planks (weatherboard) are attached, the roof is corrugated steel. The detail drawing SA-002 illustrates the building circa 1960 with the brick toilet and former 4-wheel brake that once existed alongside the building. The van was E4 which was moved here in 1924, lifted off its underframe and

sited on a plinth built from stone. The van was used for station storage purposes for many years before finally being demolished in the early 1970's. The toilet had a zinc tiled roof and originally had brick 'castellations' around the top which had been removed by the late 1970's. The whole block finally succumbed in 1983.

Santon saw no trains whatsoever in 1966 when the entire Isle of Man Railway was closed. The same was true in 1975 and 76 when only the short section operated; Castletown to Port Erin in '75 and the slightly longer Ballasalla to Port Erin section in '76. Trains returned to the whole Douglas to Port Erin line for the 1977 season. Over the years Santon lost most of it's passengers to buses and cars, eventually becoming a request stop. Occasionally the station would be manned for the brief period when trains were due to cross, which usually meant a member of staff driving out by car from Douglas. However it has now been some years since the station has been a regular crossing place.

Apart from the 2002 season, the only time in recent years that the station has seen any real activity is when it has been used as a Grotto for the Railway's Santa Trains. During 2002 Santon rose to prominence when the Douglas to Port Erin line was severed during the relay of the South line as part of IRIS, the Island Sewage Project. The 2002 relay was between Santon and Castletown which meant that south bound passengers would catch a train at Douglas, de-train at Santon and be forwarded on by bus to Castletown, where they would rejoin another train for the run down to Port Erin. Prior to this season the whole site had a makeover, new low-level platforms were built, a temporary water tower erected, temporary toilets provided and the building refurbished and waiting room reopened. Santon once again had a full time Station Master during its brief tenure as the 'Southern Terminus' of the northern section. The following year the relay was between Castletown and Port St.Mary and Santon returned to being a sleepy backwater.

Currently the station building is in reasonable order, although it has not had any work done to it since 2002 when the roof was repaired and the woodwork repainted. The building itself is more or less in the condition illustrated in drawing SA-002, however the station clock has long since disappeared and the windows are usually covered with wooden shutters.

RECOMMENDATION

Santon Railway Station is suggested for inclusion on the Protected Buildings Register for the following reasons;

Architectural Interest and/or Aesthetic Quality

- Wooden structure; weather board on a wooden frame with corrugated iron roof.

Historic Interest

- Santon is an example of a rural station whose main traffic was the transport of cattle and agricultural produce in support of the local farming community.

Age and Rarity

- The only survivor of three similar structures that existed on the Port Erin line when taken over by the Manx Government in 1978.
- Dating from only 12 months after the lines opening, the 'Heritage' value of this wooden structure should not be underestimated. Beside similar structures at Colby (demolished in 1978) and Ballasalla (demolished in 1986), many of the

other stations along the line were similar prior to being rebuilt by the Isle of Man Railway Company many years ago.

- Overall this station site is the most complete of all the surviving Isle of Man Railway Stations. The major detractor is that the yard is used for permanent way purposes and often looks very untidy, some of the items stored here should be kept elsewhere. With a little effort this site could be made into a timeless example of an IMR station, dating little from 1875.
- The station building itself is a remarkable survivor; an original Port Erin line wooden structure from 1875 - this factor alone should ensure its entry onto the Protected Buildings Register.

SOURCES AND REFERENCES

Books and Documents

James I C Boyd, *The Isle of Man Railway*, Oakwood Press 1962 (revised 1993).

David Booth, Santon Station article, Garden Rail Magazine No.199 (March 2011).

Isle of Man Steam Railway Supporters Association Archive.

ENCLOSURES

SA-001 drawing illustrating 'Santon Station Layout'

SA-002 drawing illustrating 'Santon Station Building'

2012 photograph of Station Building from platform side looking south

2012 photograph of Station Building rear looking north east

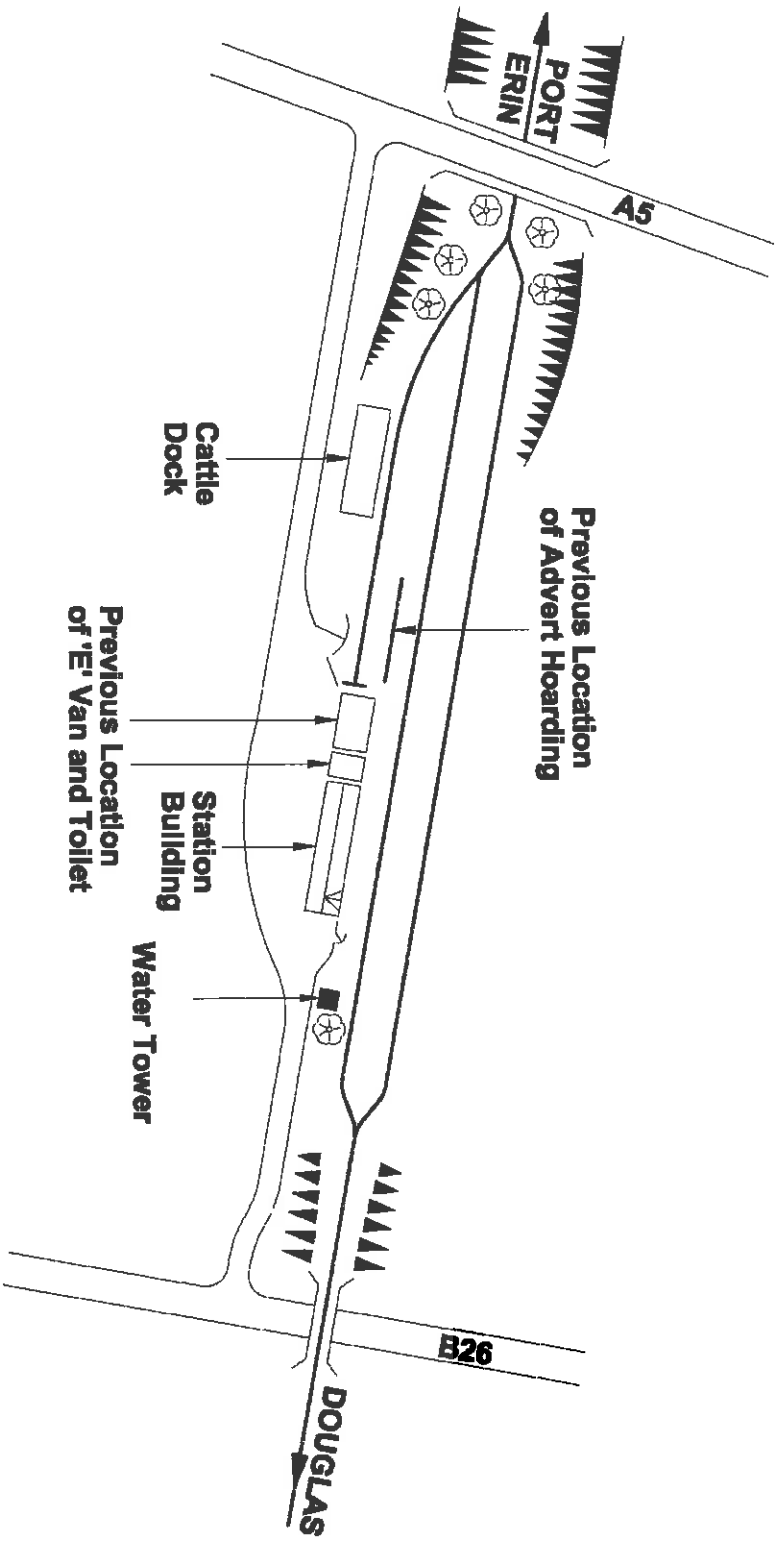
2012 photograph of Station site from the Douglas bound platform looking South West.

2012 photograph looking East towards the main Douglas to Castletown road bridge.

2012 photograph of the stone wall which once supported a redundant 'E' van body.

2012 photograph of the stone platform was once part of a cattle dock.

North



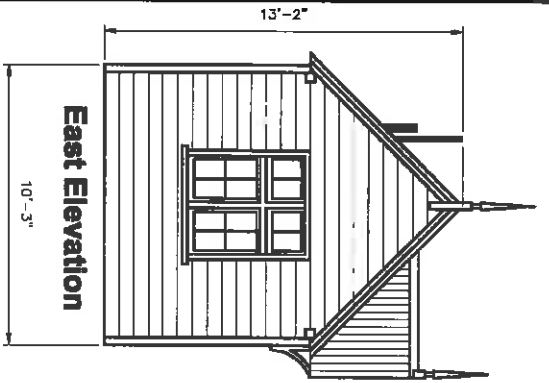
ISLE OF MAN STEAM RAILWAY SUPPORTERS ASSOCIATION

SANTON STATION LAYOUT

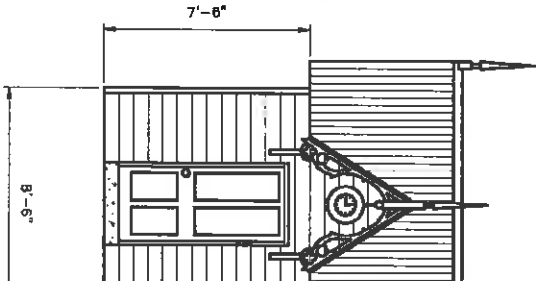
(Not to Scale)

DRG. NO. SA-001 Rev. 'A'

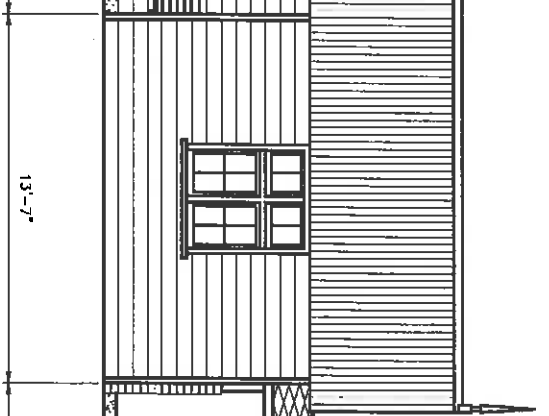
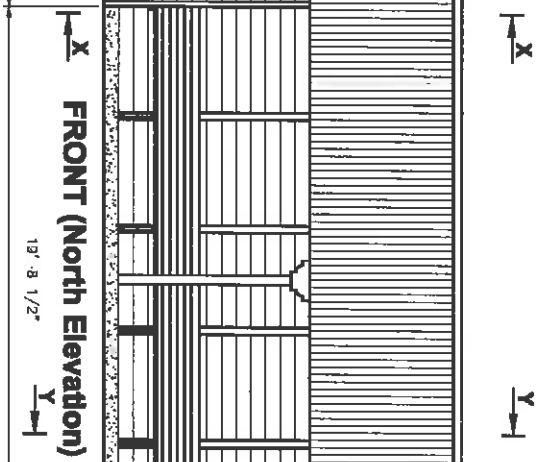
David Booth 2008



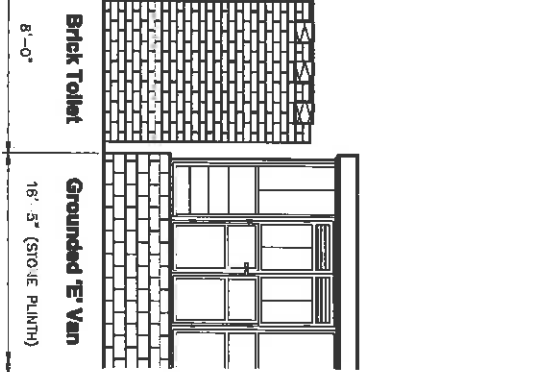
East Elevation



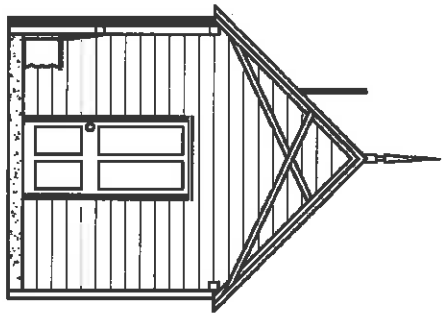
FRONT (North Elevation)



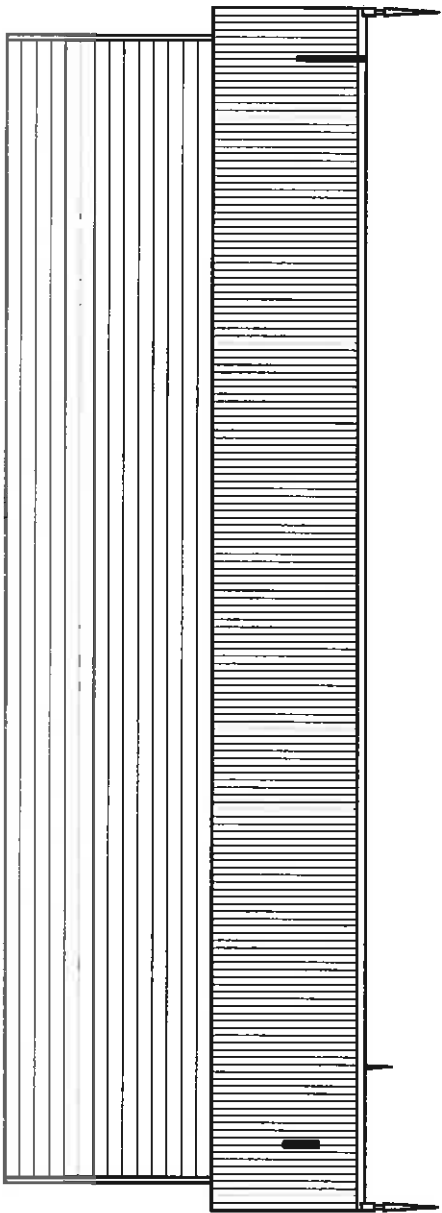
Brick Toilet



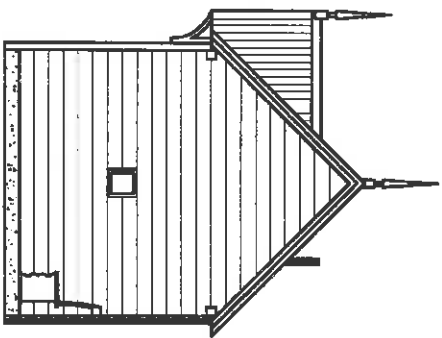
Grounded 'E' Van
16'-5" (STORAGE PLINTH)



Section 'Y'-'Y'



REAR (South Elevation)



Section 'X'-'X'



ISLE OF MAN STEAM RAILWAY SUPPORTERS ASSOCIATION

SANTON STATION BUILDING

DRG. NO. SA-002

Rev. 'A'

David Booth

2010



Santon Station Building taken from the platform side looking south.



The rear of Santon Station Building looking north east.



Two general views to capture the ambience of the station site; this photograph is from the Douglas bound platform looking South West.



Photograph from the platform looking East towards the main Douglas to Castletown road bridge.



The white stone wall once supported a redundant 'E' van body – see page 1.



The stone platform was once part of a cattle dock – see page 1



Department of Infrastructure

Isle of Man Planning and Building Control Division



Date 21 October 2014

Comments 13/00278/REGBL

