



Isle of Man
Government

Imperial/Manx Tynedd



infrastructure

planning and building control
bun-troggalys / plannal as gurneil troggal

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

Colby Level Gate Hut Colby Isle Of Man

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

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 – FILE COPY

Local Authority - RUSHEN, Newlands , Ballagawne Road, Colby, IM9 4AX

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 Shared Services, DOI, Sea Terminal Building, Douglas, IM1 2RF

REGISTERED BUILDING PROPOSAL

NAME: 'The Level' Gatehouse
ADDRESS: Croit-E-Caley, The Level, Colby
POST CODE: IM9 4AW
LOCAL AUTHORITY: Rushen Parish Commissioners
GRID REF: 221 696

Introduction

The Douglas to Port Erin railway opened to the public on the 1st August 1874, one year after the Douglas to Peel line opened.

Towards the end of the construction period, stringent economies were necessary to allow completion of the line. This was particularly evident in the station buildings constructed at the time, but it is also apparent in the gate keeper's accommodation on the level crossings. The Peel line level crossings had stone lodges built from the start, whereas on the Port Erin line small wooden huts had to suffice. Several of these were later rebuilt in the form of the stone gatehouses we see on the Port Erin line today.

The role of the gate keeper is to protect the crossing; on the approach of the train he opens the gates for the train and thus closes them to road users. A flag is then shown to the locomotive driver to indicate it's safe to proceed. After the passage of the train the gates are opened for road users.

History

Today's surviving gatehouses at Ballalona, Ballasalla, Mill Road, The Level, Ballagawne and Four Roads provide a good cross sectional example of the different styles of Gatehouses once seen throughout the Isle of Man Railway Co.'s lines. Ballalona (Santon) and Mill Road (Castletown) are good examples of the earliest form of accommodation i.e. timber construction with corrugated iron roof, although the layout of both these huts differs. Mill Road is believed to be the original hut at this location and dates from the line's opening in 1874.

The stone gatehouses at The Level (Colby) and Four Roads (Port St.Mary) are almost identical and relatively unaltered since built. Four similar structures also still exist on the now closed line to Peel; Quarterbridge, Closemoore, Crosby and Ballacraigne. However these four are near derelict, although Closemoore, Crosby and Ballacraigne do still provide a very basic form of shelter on the 'Steam Heritage Trail'.

The stone gatehouse at Ballasalla is similar to the ones at The Level and Four Roads, however an extension was provided in 1962 by the Isle of Man Railway Co. to house a 'ship's wheel' with which to operate the mechanical gates and observe the road.

The final example at Ballagawne (Port St.Mary) is again of stone construction, but was extended by the Isle of Man Railway Company many years ago to provide living accommodation for the keeper.

During 2003 the Castletown to Port St.Mary section of the Douglas to Port Erin line was re-laid as part of IRIS, the Island Sewage Project. Automation of the road crossings was part of this project and Colby Level was so treated with the electrical control cabinets being mounted on the west wall. During this period the request stop also received basic facilities for intending passengers; a short low-level tarmac platform edged with brick, a bench and litter bin. Cosmetic additions also included a station nameboard and a white painted wooden picket fence.

Currently Colby Level's building is in good order; the woodwork having been repainted by volunteers of the Isle of Man Steam Railway Supporters' Association in 2013.

As of the 2013 season only Ballastrang Crossing has manual gates and is permanently manned; its staff member being provided with a basic modern hut. A bond currently exists on this crossing preventing it from being automated; it is believed that steps are being taken to try and lift this bond. When this bond is eventually removed and the crossing automated, another aspect of the Isle of Man Railway will pass into history forever.

RECOMMENDATION

'The Level' Gatehouse is suggested for inclusion on the Protected Buildings Register for the following reasons;

Architectural Interest and/or Aesthetic Quality

- Pleasant stone built structure measuring 15'x10' in plan, 8' tall at eaves and 10'-6" at ridge, complete with red brick edging at the windows, door and lintels. The roof is grey slate with simple wooden barge boards. One wooden door and two pane window on the south elevation, four pane windows on the east and west elevations; all with hardwood surrounds.
- A coal/wood burning fire is provided for the occupant.

Historic Interest

- Once Ballastrang is automated, the gatehouse at 'The Level' will become a permanent reminder of how the railway used to operate i.e. a member of staff spending many hours resident in the gatehouse, looking after and guarding the crossing. The social history side of the railway should not be forgotten; this building's role and its prominent location helps prevent that.

Age and Rarity

- One of only two stone gatehouses in original 'as-built' condition and in a good state of repair.
- Colby Level's Gatehouse is particularly worthy of registration as it also forms the focal point for a 'Request Stop' on today's Steam Railway

SOURCES AND REFERENCES

Books and Documents

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

Isle of Man Steam Railway Supporters Association Archive.



'The Level' gatehouse west and south elevations during 1966; the year the Railway was closed. Note the wooden porch once fixed to the entrance, also the pedestrian access gate alongside the wooden crossing gate in the foreground.

Photograph: Douglas Robinson



West and south elevations during August 2013. Note the additions since the previous 1966 photograph; low level platform, bench, barrier control cabinets, picket fence and station nameboard.



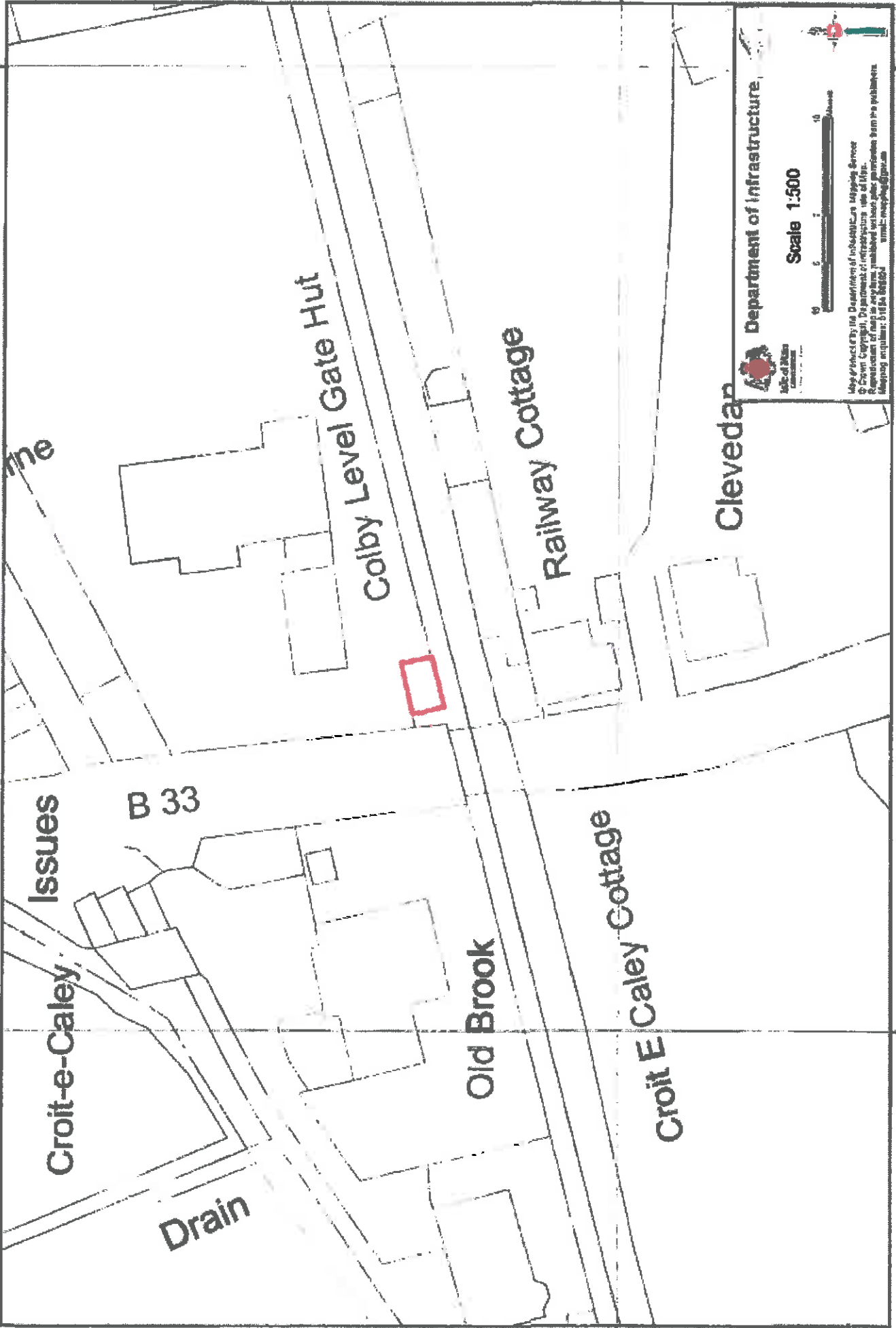
South and east elevations during August 2013.

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Department of Infrastructure

Scale 1:500



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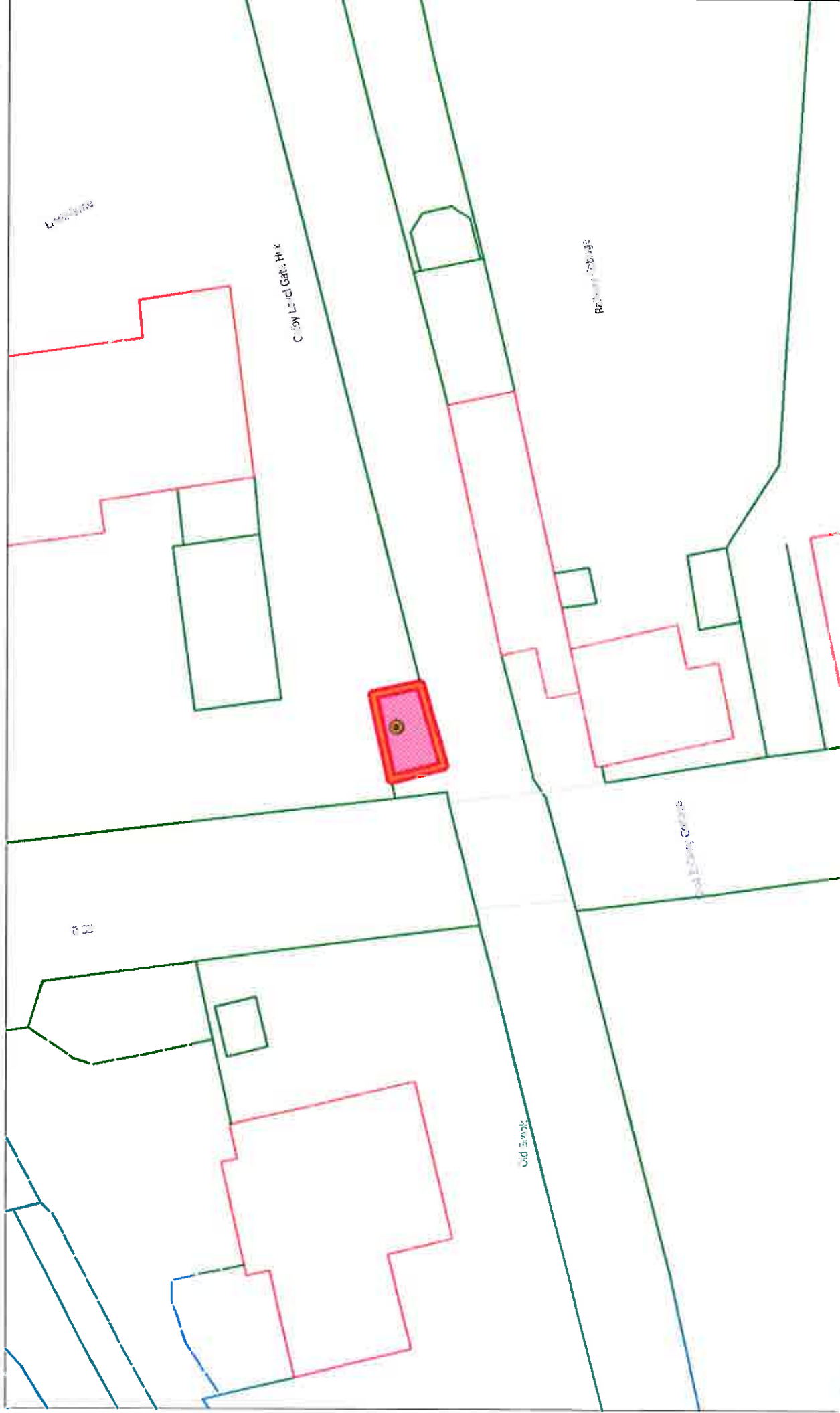


Department of Infrastructure



Isle of Man Planning and Building Control Division

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