



Isle of Man
Government

Reillys Ellan Vannin

**DEPARTMENT OF ENVIRONMENT, FOOD AND
AGRICULTURE**

TOWN AND COUNTRY PLANNING ACT 1999

TOWN AND COUNTRY PLANNING (REGISTERED BUILDINGS)

REGULATIONS 2013

IN ACCORDANCE with Part 3 14(2) of the Act, The Department of Environment, Food and Agriculture on the 3rd October 2018 determined for entry,

Port St Mary Railway Station And Associated Goods Shed, Railway Station Station Road Port St. Mary IM9 5LF

as identified on the Register Entry Summary hereto attached, on to its PROTECTED BUILDINGS REGISTER.

As required under Schedule 2 2(1) of the Act the Department HEREBY GIVES NOTICE that WITH IMMEDIATE EFFECT the demolition, alteration or extension of the building is prohibited in any way which would affect its character as a building of special architectural or historic interest UNLESS written consent is first sought under 15(2) of the Act ("registered building consent") and the authorised works are executed in accordance with the terms of that consent and any conditions attached to it.

Dated this 17th October 2018,

By Order of the Department

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 (practical) 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.

Notices sent to:

Property Owner

Local Authority - PORT ST MARY, Commissioners Office, Port St Mary, IM9 5DA,
Director, Manx National Heritage

Port St Mary Railway Station and Associated Goods Shed

The Protected Buildings Register: Entry Summary

This Building is included in The Protected Buildings Register, a register of buildings of special architectural or historic interest under the Town And Country Planning Act 1999 as amended for its special architectural or historic interest.

Name: Port St Mary Railway Station and associated Goods Shed
Register Entry Number: RB281

Location

Port St Mary Railway Station, Station Road, Port St Mary, IM8 4FW

Local Authority District: Port St Mary

Date first registered: 17/10/2018

Register Entry Description

Summary of Principal Buildings

Station Building and Goods Shed constructed 1898 and 1902 respectively for Port St Mary situated along the Douglas to Port Erin railway.

Reasons for Registration

Port St Mary Railway Station and associated Goods Shed have been added to The Protected Buildings Register for the following principal reasons:

ARCHITECTURAL INTEREST AND/OR AESTHETIC QUALITY:

*A fine example of railway architecture in an eclectic vernacular revival style and use of imported brick, the buildings display a wealth of materials and details used at the height of the Island's tourist boom.

HISTORIC INTEREST:

*The railway and station buildings are a product of the island's 19th century tourist industry which is an important part of the Island's history.

GROUP VALUE:

*The Station, Goods Shed and associated features are an intrinsic unit as part of the island's historic railway system.

Age and rarity:

*The Station and Goods Shed are rare examples of railway buildings found on the island.

History

The Douglas to Port Erin railway 3 foot gauge line was opened to the public in 1874 and included a station at Port St Mary. With the rise in the island's tourist industry the original timber station building was replaced in 1898 when the current station building and raised platform were built. Shortly after in 1902 the Goods shed was constructed.

Constructed in red Ruabon brick in an eclectic vernacular revival style the station shares a pallet of materials and some design details with its fellow branch line stations at Douglas and Port Erin. The architect of the station has yet to be agreed but has been suggested to be the work of either James Cowle or George Kay and the building shares some similarities with the work of both architects being responsible for Douglas and Port Erin stations respectively.

The station is second only in scale to Douglas and is a product of the islands late 19th century booming tourist industry. It provided accommodation for the Station Master and his family on the first floor, which is unique on the island.

During the later 20th century, alterations and additions were made to the station including the infilling of the canopy and brick boiler room.

With the decline in the tourist industry the station was closed and leased out. The buildings currently remain redundant and have planning permission to be converted into offices.

Details

Materials:

Station: Brick and some stone with a slate roof.

Goods shed: Stone and brick with a slate roof.

Plan:

Station: The building is approximately rectangular in form, slightly h-plan with short projecting wings and has two storeys with generous attic in gabled projecting wings.

Goods shed: The building is rectangular in form and comprised of a single storey and single cell.

Exterior:

Station: The principle entrance front faces South and is of five bays, two end bays formed of slightly projecting wings, asymmetric in style, eastern gable with projecting roof and mock timber framing, western gable with parapet. Central bay projecting with unequal stacks with stone and brick banding and central segmental pediment. At first floor paired windows across all bays, again handled differently at the wings and projecting central bay all with polychromatic brickwork and banded stone detailing. At ground floor asymmetry continues in projecting wings, central bay contains principle entrance door and aces in timber recessed within rounded arch flanked by rounded arched window openings with polychromatic brickwork and stone banding on adjacent bays. All windows in timber.

Platform elevation faces North, five bays again two end bays formed of slightly projecting wings, asymmetric in style, Eastern gable with parapet. Western gable with projecting roof and mock timber framing with 3 light mullioned windows. Central bay projecting with parapeted gable flanked by half dormers on adjacent bays. At first floor Eastern bay banded stonework with paired windows with pedimented architrave in yellow brick with sixteen-over-one sliding sash windows with string course below. Central bay with banded stone work with pedimented architrave in yellow brick with sixteen-over-one sliding sash windows flanked by sixteen over one sliding sash windows with Gibbs surround in yellow brick and top blinded rounded arched

pediment in yellow brick above. Western gable with timber mullioned oriel window. At ground floor Eastern bay has raised shallow bay window, altered. Across remaining bays a timber canopy with gables in second and fourth bays, the canopy has been infilled with brickwork containing windows and doors in the latter 20th century.

The Eastern elevation which faces onto Station Road houses the entrance to the first floor former Station Master's accommodation, asymmetric with projecting 2 storey entrance bay with pitched roof and paired rounded arched windows with shared central mullion and banded stonework at first floor, arched recessed door to ground floor. Projecting decorative chimney. A gabled oriel window placed between the projecting bay and chimney. At ground floor later 20th century brick addition adjacent to entrance bay below oriel window and covering projecting chimney. Western elevation is blank and has possible original walled courtyard attached with rounded arched door opening on platform elevation which now has hidden flat roof converted into men's toilet in the late 20th Century.

Goods shed: Southern elevation with brick quoins and banding with central opening with timber double doors and Gibbs surround to opening in brick. East elevation with brick quoins and banding two openings both with timber double doors and Gibbs surround to opening in brick, the larger doors providing rail access into the shed. Northern elevation with brick quoins and banding and three centrally balanced windows with Gibbs surround to opening in brick and six paned windows. Western elevation with brick quoins and banding two openings both with timber double doors and Gibbs surround to opening in brick, the larger doors providing rail access into the shed. External loading platform providing access to internal platform under other opening.

Interior:

Station: Interior not inspected, however staircase to first floor and few internal features remain.

Goods Shed: Interior not inspected, however loading platform and rails still remain and king post truss roof.

Subsidiary Features:

Pursuant to Part 3 S14 (2) (b) of The Town and Country Planning Act 1999 the Station platform and the external loading platform to the Goods shed and its associated track are features included in the registration of this building.

Please note: Descriptions annexed to the entry in the register are to identify the building and may draw attention to features of particular interest or value, but they are not exhaustive.

Selected Sources

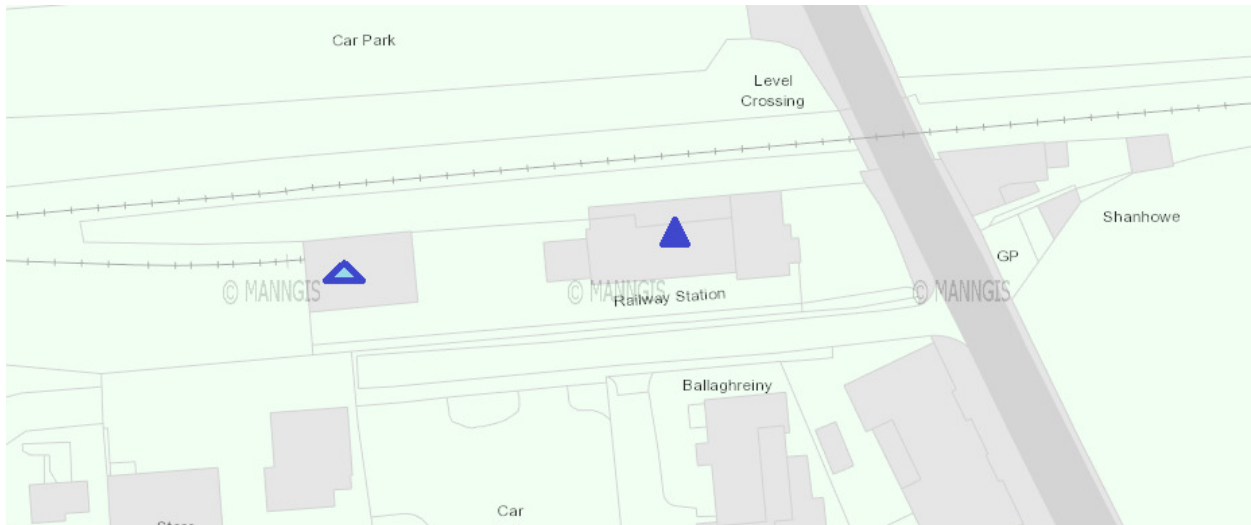
Isle of Man steam railway supporters association, proposed registration document

The Isle of Man Railway, James I C Boyd, Oakwood Press 1993

Narrow Gauge Branch Lines: Douglas to Port Erin, Tom Heavyside, Mickleton Press 2000

An Introduction to the Architecture of the Isle of Man, P Tutt 2013

Map Location of Principal Buildings



Map for identification purposes only

End of Official Register Entry