

Lynton & Barnstaple Railway – Woody Bay Station  
Planning Application – Proposed Carriage Protection Shelter

Planning Statement Rev 2



Carriages currently stored in the open

**Background**

The Lynton & Barnstaple railway has been operating trains from Woody Bay station to Killington Lane Halt since 2004.

A programme of reconstruction of the original carriages to include original parts rescued from local gardens and farms resulted in the first two running on the railway in 2013. These were followed by three more in subsequent years, all constructed at our Essex workshop.

The quality of the carriages was recognised by the presentation of the 2018 Morgan Award by the Heritage Railway Association, and in 2023 Charles Summers, founder and leader of the project was awarded the British Empire medal for his work in recreating the heritage carriages.

Each carriage is valued and insured for £250,000 and our team of volunteers work hard to maintain them in good order. The Exmoor climate is a harsh environment for woodwork and each year extensive

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repainting and varnishing is necessary. A team of 4 volunteers are continuously employed trying to keep pace with the necessary maintenance. Currently, the coaches require repainting every 4 years.

#### **Proposed Carriage Protection Shelter**

This application is for a proposed Carriage Protection Shelter to be located within the operational area of Woody Bay Station, the current headquarters for the railway.

In order to reduce climate damage to the carriages, and reduce onerous maintenance, a carriage shelter is proposed, constructed over the track of the existing head shunt siding just west of the station. There would be no floor slab, the structure being simply erected over the existing track and ballast.

Four carriages would be protected within the shelter. The walls would be formed of vertical timber boards with small gaps between (“Yorkshire boarding”), a form of walling commonly used on agricultural buildings to provide ventilation but minimize ingress of driving rain. The north and west walls will be fully clad except for a 250mm gap at the bottom. The more sheltered south wall will have a short section of boarding at the top and a full length open section below allowing access for operation, maintenance and inspection. The east end wall would be open for rail vehicle access. The roof would be formed using agricultural corrugated sheeting. Storm gutters and downpipes would be of galvanised steel. The structure would be designed to be easily demountable for future relocation.

In order to maintain necessary clearances between the shelter, rolling stock on the adjacent siding and neighbouring sloping ground a low retaining wall is required. It is proposed that this is formed using galvanized mesh gabion baskets filled with crushed rock. Height of the wall would be between 1.1m and 1.3 m high, and with a length of approximately 63.5m. REV2

#### **Operation**

The proposed location of the shelter allows straightforward movement of carriages off and onto the main railway line. In the morning the locomotive would move along the line in front of the station building directly to the shelter and connect to the carriages, which would then be drawn back into the station ready for passenger boarding. In the evening the reverse would occur, the carriages being shunted into the shelter from the platform after passengers have disembarked. The carriages would then be inspected and made secure.

#### **Visual Impact**

The proposed dimensions of the structure have been determined in order to reduce visual impact and are the minimum possible to allow carriage access.

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Visually, from the north and west, the carriage shelter would have a uniform “agricultural” appearance in the place of the row of assorted railway wagons that are currently visible. From the A39 to the south the building would be sheltered significantly by the falling ground and by vegetation along the road verge.

#### **Planning Policy**

The Lynton and Barnstaple Railway is the subject of ENPA Planning Policy RT-S2:

**RT-S2 - REINSTATEMENT OF THE LYNTON AND BARNSTAPLE RAILWAY:** This strategic policy sets out the requirements for proposals to reinstate the former Lynton and Barnstaple Railway that closed in 1935. Proposals are required to replicate the former narrow-gauge railway and, in the first instance to reuse existing buildings, including original buildings associated with the railway. Any new buildings and associated infrastructure must be a restoration of a historic feature or essential for the operation of the reinstated railway and should reflect the character and appearance of the original railway. Proposals should respond to landscape character, safeguard wildlife and habitats, enable safe access and accord with parking policies.

The original railway had carriage protection and storage facilities only at Pilton Yard near Barnstaple. These were considerably larger than the proposed shelter and of varying types of construction but with, in general, corrugated sheeted pitched roofs and timber boarded gables, which are referenced by the proposed structure.

The proposed Carriage Protection Shelter is considered essential for maintenance and operation of this significant element of the Exmoor National Park tourism sector and reflects the character and appearance of the original railway.

R B Auger – Agent - 20<sup>th</sup> August 2024