

Lynton & Barnstaple Railway – Woody Bay Station

Proposed Replacement of Temporary Building to Provide Tea Room

Design Justification

**ADDITIONAL
INFORMATION**

ENPA PLANNING

Dated: 25 Nov 2020

FILE NO.



The existing station building at Woody Bay (see above) closely resembles its original form during the working life of the railway, as intended by the current operators of the heritage line. However, the current use and consequent number of visitors is quite different from that around 100 years ago. Then it was a through station for a railway principally carrying passengers to and from Lynton, with relatively low numbers joining and leaving the trains at this location. The station now, however, is the main terminus for the line and will be for the medium term. This means that facilities here need to cater for large numbers of visitors, for railway vehicle storage and for railway maintenance facilities.

These requirements have been addressed to date by the construction of rendered blockwork buildings to the west of the station, providing washrooms and toilet facilities and maintenance workshop and storage, and to the east of the station a large timber clad engine shed and workshop. A light steel framed, plastic covered, temporary building located behind the station has provided refreshment facilities to date. This now needs to be replaced, which is the subject of this application.

The current temporary tearoom building provides space for a counter for serving of refreshments and tables and chairs for these to be consumed under cover. The existing size of building, 8 metres by 11 metres, has been shown to provide suitable capacity, with some outside seating available for periods of high demand, so the proposed new building matches these dimensions. The existing building has no permanent heating and has door flaps which are left open during use, so comfort during inclement weather leaves a lot to be desired. It is therefore proposed that the new building will have insulation, double glazing and permanent heating.

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In the long term it is planned that Woody Bay station may possibly revert to a through station and the demand for public facilities could reduce, so to indicate a more temporary use a light framed building has been proposed rather than a heavier masonry building. In any case, it is considered that a more massive masonry building would detract from the ambiance of the existing station building.

These considerations have led to the proposed design of a timber framed and clad building, with window and doors mirroring those of the station building. Details of the hipped gable roof mirror those of the station, with the timber shingle roof covering linking to the weathered clay tiles of the existing. The planed and painted timber external wall covering, painted a light cream colour would contrast with dark painted vertical posts and door and window surrounds. This will tie in with the existing signal cabin, shown in the photograph.

This form of construction had been used in the past for secondary railway buildings in many locations in the UK. The Lynton & Barnstaple Railway did not have the need for larger buildings of this type but had several smaller timber framed and clad structures, including a timber merchants store at Woody Bay, to the west of the station. Examples of such structures also existed at other stations along the line, providing signal cabins and stores.

Examples at other locations in the UK:



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