

<b>Date of Meeting</b>	02/02/2017
<b>Application Number</b>	16/08981/FUL
<b>Site Address</b>	Toll Cottage, Towns End, Wylve, BA12 0RZ
<b>Proposal</b>	Erection of a single storey side extension
<b>Applicant</b>	Mr & Mrs Tony Craddock
<b>Town/Parish Council</b>	WYLYE
<b>Electoral Division</b>	TILL AND WYLYE VALLEY – Cllr Ian West
<b>Grid Ref</b>	400532 137614
<b>Type of application</b>	Full Planning
<b>Case Officer</b>	Hayley Clark

### Reason for the application being considered by Committee

Cllr West has requested this application be called in to committee if the Officer's recommendation was for approval, due to the following concerns:

- Visual impact upon the surrounding area
- Relationship to adjoining properties
- Design – bulk, height, general appearance
- Environmental
- The application has generated a lot of local interest from residents of the village and the Parish Council have objected to the application

### 1. Purpose of Report

The purpose of the report is to assess the merits of the proposal against the policies of the development plan and other material considerations and to consider the recommendation that the application be approved.

### 2. Report Summary

The main issues in the considerations of this application are as follows:

- Principle of development
- Visual Impact (design, scale and siting) on the existing property, character of the Conservation Area and AONB
- Impact on highway safety
- Impact on neighbour amenity

### 3. Site Description

Toll Cottage is a late 18 century former tollhouse located on the northern side of Wyllye Road in the village of Wyllye. The property was originally a single detached property and is now a two storey detached dwelling with a first floor added following planning permission in 1993; other extensions were added in 1999.

Toll Cottage is situated in the Wyllye Conservation Area, Cranborne Chase & West Wiltshire Downs AONB and is a building of historic local interest.

#### **4. Relevant Planning History**

S/1999/1258	Extension to kitchen	Approved 21/09/99
S/1992/1710	First floor extension to form bedroom and bathroom	Approved 15/01/93

#### **5. The Proposal**

The proposal originally submitted was to demolish the existing detached garage and erect a single storey side extension with attached garage. Following objections from Wiltshire Highways and Wiltshire Conservation the scheme was amended and removed the attached garage and changed the design of the extension.

The application is now to erect a single storey side extension.

#### **1. Planning Policy**

##### Planning (Listed Building and Conservation Areas) Act 1990

Section 72: General duties of planning authorities (CONSERVATION AREAS)

##### Wiltshire Core Strategy (WCS):

- Core Policy 1: Settlement Strategy
- Core Policy 2: Delivery Strategy
- Core Policy 4: Spatial Strategy: Amesbury Community Area
- Core Policy 57: Ensuring high quality design and place shaping
- Core Policy 58: Ensuring the conservation of the historic environment

The "Creating Places" Supplementary Planning Guidance

#### **2. Summary of consultation responses**

Wyllye Parish Council: Objections relating to parking, impact on the character of the property.

Wiltshire Conservation Officer: No objections (in respect of amended scheme) subject to conditions regarding the submission of details for rainwater goods, window details, details of the eaves and materials (tiles and render).

Wiltshire Highways: No objections (in respect of amended scheme) subject to conditions:

1. The development hereby permitted shall not be first brought into use until the first five metres of the access, measured from the edge of the carriageway, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

2) No part of the development hereby permitted shall be first brought into use until the access and parking spaces have been completed in accordance with the details shown on the approved plans (1315/16/05). The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety.

### **3. Publicity**

The application was advertised by Site Notice, advert in the Salisbury Journal and published on Wiltshire Council's website.

The application has received 13 letters of objection from 5 different addresses. Issues raised include:-

- A small part of our English heritage will disappear
- Spoil the character of the property and its historic background
- Any added property on this site should not be attached to the old part of the Toll Cottage
- Concerns over parking, turning space and highway safety
- The proposals would lead to the original building becoming lost, thus losing substantial character from the area
- The Toll Cottage is in a Conservation Area and the view from the south side of the road would be impaired and blocked
- Alter the streetscape
- Is deserving of listed building status
- All previous works/extensions have been carried out to the rear of the property so the original frontage has not been changed and many of the original features as a Toll Cottage therefore remain
- Property floods
- Extension is not subservient to main dwelling
- As a flat access exists to the rear of the property do not need to alter the front to get a flat access
- Design in the plans is very uninspiring and makes no attempt to preserve the character of the original Toll House
- Historic importance of the property has not been considered until after the plans were drawn up, therefore the design is inappropriate
- Needs to be a limit to development, Toll Cottage has already been extended twice

The application has received 5 letters of support from 3 local residents. Comments made include:-

- Living opposite Toll Cottage our views will change they will not be spoiled We support the application and do not think the changes will detract from its character
- The building has been significantly altered over the years and the new changes are to make it suitable for modern living
- No concerns over parking

- Being a small character property with steep stair and a high market price (was on the market unsold for a long time) it meets the needs of very few people. Updating the dwelling will appeal to more people
- Toll Cottage is an historic and beautiful building, but should be allowed to improve to meet the needs of changing generations
- As over lookers of the property, it's nice to look out of our window and see pretty little square Toll Cottage. But we would prefer to look out and see a house being beautifully cared for and sympathetically improved, by residents with a vision of upgrading the property In line with modern living, while maintaining its original character

The application received 3 letters from the applicant points raised include:-

- existing parking area has insufficient space for a turning circle
- existing garage is not accessible for any modern car
- Access problems to Toll Cottage are made difficult due to double parking on the south side of Towns End
- Character of the property preserved as the extension is set back from the front elevation and the existing front elevation is unchanged
- Historic England have not listed the property due to much alteration and loss of historic fabric, modern additions which have affected the architectural interest of the original design and claims to intactness

## **4. Planning Considerations**

### **4.1 Principle of development**

Core Policy 1 and 2 of the adopted Wiltshire Core Strategy set out a settlement strategy and a delivery strategy. The policies categorise the application site as being within a “Small Village” where the Housing Policy Boundary defined by SDLP H16 has been removed and effectively the village is within the countryside. SDLP Policy H31 has been saved following the adoption of the WCS, and this policy allows extensions to dwellings in the countryside subject to the extensions being subservient in size, being of an in keeping character, being constructed from appropriate materials, and where the extension would not be capable of creating a separate dwelling

### **4.2 Visual Impact (design, scale and siting) on the existing property and character of the Conservation Area**

The application when first submitted was for a single storey side extension which included an attached garage. The scheme met objections from Highways regarding the parking, turning area and highway safety and from the Conservation Officer due to the design and impact on the Conservation Area and character of the property itself. Discussions were under taken with the Case Officer, Highway and Conservation which resulted in an altered scheme which addressed the concerns raised. The scheme was reduced in size, the design was amended and the parking layout changed. The following report assesses the revised plans only.

The proposed single storey side addition will be constructed to the west of the existing dwelling. The extension will project out from the existing dwelling by 5.65m with a depth of

approximately 7m. The front elevation of the proposed extension will be set back from the front of the existing dwelling by 1.40m although the porch canopy will project forward by 0.45m.

The design of the extension is that of a subservient addition to the property which is set back from the front elevation of the main dwelling with a much lower roof form by nature of its single storey form. The roof pitch matches the pitch on the existing, providing a complementary design which does not detract from the character of the existing dwelling. Whilst the extension will be attached to the existing dwelling it still leaves the front of the Toll House untouched and will leave the square character of this historic building as the prominent feature.

The application proposes to construct the extension using materials to match the existing dwelling in terms of plain tiles for the roof and rendered blockwork painted white for the walls. The choice of materials is considered to allow the development to integrate with the existing building forming a harmonious addition which does not harm the streetscene or the character of the host dwelling.

A request was made to Historic England by a local resident to have the Toll House listed due to the proposed application. Historic England refused to list the building for the following reasons (see Appendix 1):-

- Degree of alteration: the loss of historic fabric, such as the original roof, some windows and the lookout porch, together with the upward extension of the rear outshut and modern additions, have adversely affected the architectural interest of the original design and claims to intactness;
- Architectural interest: despite its late-C18 date, this is a modest vernacular building; the rubble stone and tall stack are attractive, but there is no particular grace to its construction;
- Functional: despite its close proximity to the roadside, the loss of the lookout porch and front doorway means that the building does not demonstrate clear evidence of its original use as a toll house.

Historic England concluded that

*While this assessment should not be taken to undermine the building's strong local interest as an early tollhouse and as a reminder of the area's transport history, it does not merit listing in a national context. It is, however, an asset to the conservation area*

The plans have been assessed by Wiltshire Council's Conservation Officer who raised no objections to the side extension and that the works do not pose adverse harm to the character of the existing dwelling, Conservation Area, AONB or to the streetscene.

### **4.3 Impact on highway safety**

Wiltshire Highways were consulted as part of the application process due to the nature of the proposals and potential conflict with highways safety and loss of off street parking.

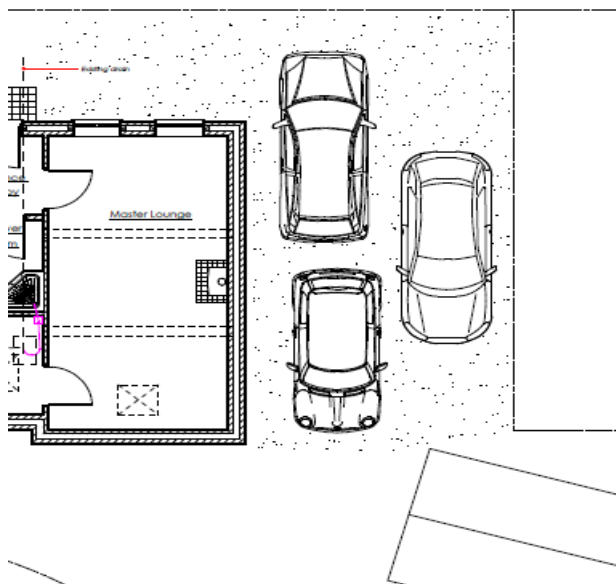
Current parking policy, and the terms and conditions for Wiltshire's resident parking permit schemes, are presented in 'LTP3', which is the third evolution of the Wiltshire Local

Transport Plan. LTP3 sets out the Council’s objectives, implementation plans and targets for transport in Wiltshire for the period from March 2011 to March 2026.

Regarding parking standards, LTP3 sets out minimum space requirements for residential developments. The standards follow:

Bedrooms	Minimum Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Toll Cottage is a 3 bed dwelling which when taking into account the above guidance requires a minimum of 2 off street parking spaces. The submitted plans show 3 off road parking space provided as shown below



The existing layout of the site provides a good area for off road parking but this does not ensure that vehicles will reverse onto site and leave in a forward gear. The proposed layout raised no objections from Wiltshire Highways subject to conditions being imposed on any approval regarding the consolidation and surfacing of the first 5m of the area being completed before use and also the completion of the works as per drawing 1315/16/05.

The existing situation along the village road with regards to the parking situation is noted with double parking a daily occurrence by residents, however as Toll Cottage does provide adequate off road parking which does not substantially affect the existing arrangements it is concluded that the issues around parking/highway safety does not warrant a refusal in this case.

#### 4.4 Impact on neighbour amenity

The proposals have raised a degree of local interest both objecting to and supporting the development.

Objections included the loss of a historical building where the extensions would spoil the character of both the building and conservation area, the comments also stated that no additions should be made to the property as this would affect the historic fabric of the building. These issues have been discussed above and the proposed extension is not considered on balance to cause concern regarding the impact on the existing building or its setting; particularly given the views of both Historic England and the Wiltshire Conservation Officer.

The parking concerns have also been discussed above.

With regards to neighbour amenity, two of the properties situated opposite Toll Cottage had written in supporting the application stating that although their views will be changed they will not be spoiled.

Given the small scale single storey nature of the proposed extension and its siting within the property away from boundaries with adjacent neighbours the proposals are not considered to cause any overbearing or overshadowing. There are also not considered to be any increased privacy issues due to the existing buildings having windows facing neighbouring properties which give some views between nearby properties.

To conclude by allowing the proposed extension the amenity of the nearby dwellings are not considered to be adversely affected and a refusal would not be reasonable on these grounds.

## **5. Conclusion**

The proposed single storey side extension is considered to be acceptable by virtue of its limited visual impact and having no significant impact on the character of the conservation area, highway safety or to neighbouring amenities. The proposal is therefore considered to be in accordance with Core Policies 1, 2, 4, 57 and 58 of the adopted Wiltshire Core Strategy, section 72 of Planning (Listed Building and Conservation Areas) Act 1990 and the aims of the NPPF.

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004

2) The development hereby permitted shall be carried out in accordance with the following approved plans

Application form received 29/09/2016

Proposed plans and elevations Drg no 1315/16/02/C received 28/11/16

Parking layout Drg no 1315/16/05 received 18/11/16

3) The development hereby permitted shall not be first brought into use until the first five metres of the access, measured from the edge of the carriageway, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety.

4) No part of the development hereby permitted shall be first brought into use until the access and parking spaces have been completed in accordance with the details shown on the approved plans (1315/16/05). The areas shall be maintained for those purposes at all times thereafter.

REASON: In the interests of highway safety

5) No development shall commence on site until details of all eaves, windows (including head, sill and window reveal details), doors, rainwater goods and canopies have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, in the interests of visual amenity and the character and appearance of the area.

6) The development hereby permitted shall not be first brought into use until all of the external walls have been rendered and painted in a colour and finish to match that of the external walls of the existing building unless otherwise agreed in writing and approved by the Local Planning Authority.

REASON: In the interests of visual amenity and the character and appearance of the area.

7) The tiles to be used in the development hereby permitted shall match those of the existing building in terms of their material, colour, texture, profile and pattern of laying unless otherwise agreed and approved in writing by the Local Planning Authority.

REASON: In the interests of visual amenity and the character and appearance of the area.



## Appendix 1

Historic England (Designation) Reject at Initial Assessment Report

24 October  
2016

**Application Name:** Toll Cottage, Townsend, Wylze, Warminster, Wiltshire

**Number:** 1440319  
**Type:** New  
**Heritage Category:** Listing

**Address:**

Toll Cottage, Townsend, Wylze, Warminster, Warminster

County	District	District Type	Parish
	Wiltshire	Unitary Authority	Wylze

**Recommendation:** Reject

**Assessment**  
CONTEXT

An application has been received to consider Toll Cottage for listing following the submission of a planning application to construct a large, single-storey extension to the west side of the building. This is due to be determined on 24 November 2016. Toll Cottage is situated in the Wylze Conservation Area.

HISTORY/DETAILS

The C18 saw the huge expansion of turnpike roads, which levied tolls from travellers to finance road improvements. Tollhouses, at which the tolls were extracted, were erected beside the turnpikes or barriers across the road. Toll Cottage in Wylze is a late-C18 former tollhouse that was constructed c1761, the year that the Amesbury Turnpike Trust was formed, and was thus part of the main expansion of the network. The building is known to have originally been thatched, and on the ground floor it had a square room with a central door and lateral windows, so that the gate keeper could see traffic and go out to collect the toll and open the gate, and two first-floor bedrooms. Historic maps indicate that there was also a front lookout porch projecting into the road which is no longer extant. Repairs were carried out in 1802-04 and it is possible that a rear outshut was added at this time. The Trust operated until 1871 at which time the tollhouse was sold. Further alterations were carried out in the late C20 (planning consent in 1993) when the outshut was raised to provide extra first-floor accommodation and the roof was replaced with the hipped roof present today. At the south-east and north-east corners are two single-storey additions of late-C20 date. Toll Cottage is a two-storey building constructed of whitewashed stone rubble under a plain tile roof, with an external, stepped, brick stack to the E elevation. The original central doorway in the roadside elevation has been infilled and replaced with a window, and a number of windows to the other elevations have been replaced with double-glazed units. Internally, the living room has a fireplace with a timber bressumer and brick jambs in the east wall and a chamfered ceiling beam. The rear room contains

a kitchen and utility.

#### DISCUSSION

The revised Principles of Selection for Listing Buildings (DCMS, March 2010) sets out the broad criteria for assessing buildings for listing. Most buildings dating from 1700 to 1840 are listed, though there is some selectivity. Historic England's Listing Selection Guide for Transport Buildings (2011) provides further guidance and states that most tollhouses, especially those which pre-date 1840, will be serious candidates for listing where they have survived with little alteration. Original interiors are rare and not to be expected.

Where a tollhouse has received an unobtrusive extension, usually to the rear; this will not automatically disqualify it from listing.

Based on the information provided and judged against the relevant criteria, Toll Cottage, a late-C18 former tollhouse which was altered in the first half of the C19 and again in the late C20, is not recommended for listing for the following principal reasons:

\* Degree of alteration: the loss of historic fabric, such as the original roof, some windows and the lookout porch, together with the upward extension of the rear outshut and modern additions, have adversely affected the architectural interest of the original design and claims to intactness;

\* Architectural interest: despite its late-C18 date, this is a modest vernacular building; the rubble stone and tall stack are attractive, but there is no particular grace to its construction;

\* Functional: despite its close proximity to the roadside, the loss of the lookout porch and front doorway means that the building does not demonstrate clear evidence of its original use as a toll house.

#### CONCLUSION

While this assessment should not be taken to undermine the building's strong local interest as an early tollhouse and as a reminder of the area's transport history, it does not merit listing in a national context. It is, however, an asset to the conservation area.