

## Case information

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<b>Case ID</b>	300018489
<b>File Reference</b>	HGH/B/DD/55
<b>Name of Site</b>	Old Tollbar Cottage, Dinwoodie

<b>Local Authority</b>	300018489		
<b>National Grid Reference</b>	NY 10430 90151		
<b>Designation No. (if any)</b>	LB3327		
<b>Designation Type</b>	Listed Building	<b>Current Category of Listing</b>	A
<b>Case Type</b>	Amendment		

<b>Received/Start Date</b>	19/09/2016
<b>Decision Date</b>	15/12/2016

## 1. Decision

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In our current state of knowledge, Old Tollbar Cottage, Dinwoodie continues to meet the criteria for listing. The statutory listing address and the listed building record have been amended. The category of listing has changed from A to B.

<b>Previous Statutory Address</b>	Old Tollbar Cottage at Dinwoodie
<b>Amended Statutory Address</b>	The Old Toll Cottage, Dinwoodie, near Lockerbie

## 2. Designation Background and Development Proposals

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### 2.1 Designation Background

This building was listed at category B on 03/08/1971. The category of listing was changed from B to A on 22/02/1988.

### 2.2 Development Proposals

A listed building consent application (16/1199/LBC) for the replacement of fibreglass roofing over the porch, and internal alterations including the replacement of

fireplaces and cast iron radiators was being considered by the local planning authority at the time of this listing review.

### 3. Assessment

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#### 3.1 Assessment information

The Toll Cottage at Dinwoodie has not been visited. The present assessment is desk-based, using available information and has included reference to recent photographs.

#### 3.2 Assessment against designation criteria

The building was found to meet the criteria for listing.

An assessment against the listing criteria was carried out. See **Annex A**.

*The designation criteria are published in the Historic Environment Scotland policy statement June 2016, Annex 2, pp. 51-53.*

<https://www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/historic-environment-scotland-policy-statement/>

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# ANNEX A – Assessment Against the Listing Criteria\*

## The Old Toll Cottage, Dinwoodie, Lockerbie

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### 1. Description

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A single-storey, 3-bay, rectangular-plan former toll bar cottage, built in 1822-23 by mason John MacDonald to designs by the civil engineer and architect, Thomas Telford as part of his Carlisle to Glasgow road improvements (1820-1825). The cottage is constructed of squared and tooled sandstone ashlar, painted white, with raised quoins and window margins. The east (road-facing) elevation has a bowed bay to the right with an iron lamp bracket above a timber door which is flanked by two windows. The north elevation has three windows in round-arched surrounds and the central window is the largest. It has a shallow piended roof with broad eaves and exposed rafter ends. There is a central chimney stack pierced by a gothic quatrefoil opening and it has four clay cans. There is a slightly lower outshot to the south elevation, also with a piended roof.

The windows are mostly a 4-pane glazing pattern in timber sash and case frames. The roofs are slated and the rainwater goods are cast iron.

The interior was not seen in 2016. Photographs taken in 2016 show timber panelling to the front porch recess and a timber-lined segmental arch above one internal doorway.

### 2. Assessment Against the Listing Criteria (HES Policy Statement, 2016) Annex 2, pp. 51-52

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Criteria for determining whether a building is of 'special architectural or historic interest' for listing under the terms of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 [[www.legislation.gov.uk/ukpga/1997/9/contents](http://www.legislation.gov.uk/ukpga/1997/9/contents)]

*To be listed, a building need not meet all the listing criteria. The criteria provide a framework within which judgement is exercised in reaching individual decisions.*

#### 2.1 Age and Rarity

The Old Toll Cottage at Dinwoodie was built around 1820. The rectangular-plan footprint of the property with its bowed bay on the east elevation and an outshot to the south elevation is evident on the 1<sup>st</sup> Edition Ordnance Survey map (surveyed 1864, published 1867).

During the 18<sup>th</sup> century, the road between Glasgow and Carlisle was funded by public subscription and controlled by the Turnpike Trusts. As mercantile Glasgow continued to expand, the need to improve the mail route between Glasgow and England became a necessity. In the early 19<sup>th</sup> century, works were carried out using a Parliament grant of £50000, by the nationally important civil engineer and architect Thomas Telford in his capacity as Engineer to the Highland Roads and Bridges

Commission. Tolls were also considered necessary to fund the maintenance of the roads. A physical barrier or 'toll-bar' across a road or a bridge was raised when the toll was paid. These toll bars were usually accompanied by a purpose-built dwelling to house the operator. Telford's assistant William Provis surveyed the Glasgow to Carlisle route in 1814-15, with the agreed works implemented by 1825. The new road constructed by Telford was 69 miles long, improving sections of the earlier Roman Road covering the same route. According to Telford's biographer, Samuel Smiles, it 'was probably the finest piece of road which up to that time had been made' (Smiles, p.247).

The tollbar cottages ceased to operate after the passing of the Roads and Bridges (Scotland) Act in 1878. Telford's road was bypassed fully by the B7076 and the 6-lane A74(M) during the 20<sup>th</sup> century.

In our current knowledge, seventeen Telford bridges and three of eight toll-bar cottages survive on Telford's Glasgow to Carlisle route. The eight toll houses along the route were at Hamilton, Lesmahagow, Abingdon, Douglas Mill, Beattock, Dinwoodie, Gretna and Kingsmuir. All are understood to have featured bowed porch fronts. The examples at Hamilton (LB12517) and Gretna (LB9943) also survive and both are listed at category B for their contribution to the history of civil engineering and road building in Scotland.

Around 100 former toll houses, toll-bar cottages or tollbooths are listed in Scotland. Significant examples include the former toll house by engineer John Rennie in 1802 as part of his Kelso Bridge scheme (LB35724). Built in the Classical style it is, along with those at Barnhill near Perth (LB39422) and Boat of Brig in Moray (LB2324), a relatively grand example of what tended to be modest building type. All three are listed at category A. Another bow-fronted tollhouse of around 1820 by Thomas Telford is on the Hyndford Road (A73) in Lanarkshire (LB13469, category B). Other bow-fronted toll houses include the 1817 example by renowned engineer Robert Stevenson, listed with his Marykirk Bridge near Brechin in Angus (LB11178) at category A.

The Old Toll Cottage at Dinwoodie is a good example of a former toll-bar cottage, built to a standard design by Thomas Telford, and associated with an important early 19<sup>th</sup> century road development. The cottage has a number of distinguishing architectural features and is the least altered of the three listed toll houses by Telford on the former Glasgow to Carlisle road.

## **2.2 Architectural or Historic Interest**

### ***Interior***

The interior was not seen (2016) and has therefore not been taken into account in this assessment. Sales particulars produced for the sale of the property in July 2016 and photographs from the owner show that the hall, living room, kitchen and bedrooms have few fixtures or fittings relating to the building's early 19<sup>th</sup> century date of construction. All fireplaces are later replacements.

### **Plan form**

The small-scale, rectangular plan form with a bowed frontage is typical of a toll house of this date. Information from the 2016 sales particulars and 2016 planning application, indicates that the early 19<sup>th</sup> century room layout has not been altered.

### **Technological excellence or innovation, material or design quality**

The building is built in good quality squared sandstone and has some early 19th century toll cottage features such as the bow-fronted entrance. The round-arch window openings, shallow roof, quatrefoil piercing to the chimney stack and raised quoins framing the principal elevation are all characteristic of the style of domestic architecture produced by Thomas Telford during that period.

Telford was Scotland's greatest civil engineer of the late 18<sup>th</sup> and early 19<sup>th</sup> centuries, renowned for his ability to solve complex problems. His work started with surveys for the British Fisheries Society of harbours and piers for the fishing fleets, followed by surveys of more than 1000 miles of road, with 17 large bridges and over 1000 minor bridges built to his designs. A number of buildings by Thomas Telford are listed at category A. Most of these are bridges or aqueducts such as the bridge over the River Avon at Hamilton (LB12516) on the former Carlisle to Glasgow road. His bridge between Scotland and England over the River Sark near Gretna (LB3534) is listed at category B.

### **Setting**

The cottage stands within its own plot of land, largely surrounded by trees, beside a truncated section of the former Glasgow to Carlisle road. This is now a cul-de-sac for local access traffic. The toll bar itself that would have accompanied the cottage no longer exists.

The immediate setting of the cottage, particularly the proximity of its bowed entrance to the road evidences the original function of the cottage and in turn, aids our understanding of road communication in Scotland during the 19th century.

### **Regional variations**

There are no known regional variations.

## **2.3 Close Historical Associations**

This cottage is built to a standard design by Thomas Telford, a civil engineer of national importance and is associated with a historically significant road improvement scheme of the early 19<sup>th</sup> century, also by him.

## **3. Working with the Principles of Listing** (HES Policy Statement, 2016) Annex 2, pp. 53

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In choosing buildings within the above broad headings particular attention is paid to:

- a. *special value within building types*
- b. *contribution to an architecturally or historically interesting group*
- c. *the impact of a grouping of buildings*
- d. *authenticity*

When working with the principles of listing the Old Toll Cottage at Dinwoodie has particular interest under a and d.

a. It is a little altered former toll-bar cottage, built to a standardised design by the renowned civil engineer and architect, Thomas Telford, as part of his important Glasgow to Carlisle road development.

d. The building is largely unaltered externally retaining its early 19<sup>th</sup> century character. It is located beside a small section of the former Glasgow to Carlisle road, now a local access road, and this immediate setting illustrates the former function and historic interest of the building.

#### **4. Summary of Assessment Against the Listing Criteria\*\***

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The Old Toll Cottage at Dinwoodie is a largely unaltered example of an early 19<sup>th</sup> century toll-bar cottage, built to a standard design by the eminent civil engineer, Thomas Telford. The cottage was built to serve an important early 19<sup>th</sup> century road from Glasgow to Carlisle, which is now a local access road. The cottage has a number of distinguishing features including the bowed front and pierced chimney stack.

In our current state of knowledge it continues to meet the criteria for listing.

#### **5. Category of Listing**

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Categories of listing are non-statutory and buildings are assigned a category (A, B or C) according to their relative importance following the assessment against the criteria for listing.

Category definitions are found at: <https://www.historicenvironment.scot/advice-and-support/listing-scheduling-and-designations/listed-buildings/what-is-listing/>

Category B is for buildings of regional or more than local importance; or major examples of some particular period, style or building type, which may have been altered. The interest of this toll bar cottage is as a largely unaltered early 19<sup>th</sup> century example of its building type, with distinguishing architectural features. When compared to other works by or associated with Telford, the design of this toll bar cottage is standard and there is not sufficient architectural innovation within its design or building type for it to be considered of national importance and therefore listed at category A. As it is considered to be of regional importance, category B is the most appropriate category of listing.

#### **6. Other Information**

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N/A

## 7. References

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Canmore: <http://canmore.org.uk/> CANMORE ID: 214924

### Maps

Ordnance Survey (surveyed 1857, published 1861) Dumfries, Sheet XXXIII.16 (Applegarth). 25 inch to the mile. 1<sup>st</sup> Edition. Southampton: Ordnance Survey.

### Archives

National Records of Scotland. Plan showing portions of present mail and other roads and proposed new lines of road between Carlisle and Edinburgh. RHP1913.

### Printed Sources

Gifford, J. (1996) *The Buildings of Scotland: Dumfries and Galloway*. London: Penguin Books Ltd. p.352.

Paxton, R. and Shipway, J. (2007) *Civil Engineering Heritage: Scotland - Lowlands and Borders* London: Thomas Telford Publishers, p.46-7.

Smiles, S. (1867) *The Life of Thomas Telford, Civil Engineer*. London: John Murray, pp.246-249.

### Online Sources

Internet Archive: Smiles, S. (1867) *The Life of Thomas Telford, Civil Engineer* at <https://archive.org/details/cu31924031188802> [accessed 09/11/2016]

Dictionary of Scottish Architects. Thomas Telford at [http://www.scottisharchitects.org.uk/architect\\_full.php?id=202777](http://www.scottisharchitects.org.uk/architect_full.php?id=202777) [accessed 09/11/2016].