



Adopted Character Appraisal 2015

Roby Conservation Area

**This document has been written and prepared
by Knowsley Metropolitan Borough Council**

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1. Introduction

1.1 Roby Conservation Area

Roby Conservation Area is located on the edge of the greenbelt to the south of Knowsley in between Liverpool and Huyton. In 1978 it was designated as a Conservation Area with 14 other areas throughout the Borough. Although Roby can be dated to the pre conquest period it was principally developed in the Victorian era as a suburb of Liverpool after the construction of the railway. Today Roby retains a high number of attractive, locally distinctive buildings with a good connection to the historic context of the area.

The Conservation Area of Roby is centred on a 'village green' at the junction of Roby Road and Station Road. The 'village green' is surrounded by buildings of high architectural value. Seven buildings have been placed on the Statutory List due to their special interest. These include No. 66 Roby Road, No. 70 Roby Road, No. 1-5 Station Road as well as the Roby Cross. Roby Cross is believed to date back to the medieval era. The Victorian villas on Station Road although not listed make a positive contribution to the special interest of the Conservation Area. These buildings have a notable presence on the streetscape and have retained their large rear gardens.

Edenhurst with its stable buildings and coach house is set back and slightly elevated from Roby Road. Edenhurst was constructed approximately 10 years after the construction of Roby Railway Station. The building is constructed out of local red sandstone and is the only building of its kind in the Conservation Area; it is on a prominent site and adds to the street scene.

There are a number of late 20th century residential additions to the Conservation Area these include Boxwood Close and Wynwood Park Estate. These houses were built within the former grounds of 'Edenhurst'. The properties have been constructed of materials which replicate the historically used local materials and although they are attractive and well maintained they do not contribute to the historic character of the area.

Roby Conservation Area extends along Roby Road and terminates at Eaton Close. The properties along this section of the Conservation Area range from different periods and the proportions of the property vary considerably, this contributes to the areas uniqueness.



1.2 Planning Policy Context

Conservation Areas are covered under the requirements of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The overall definition of a Conservation Area is stated within the same act as *“an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”*.

Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it the duty of any Local Planning Authority to formulate and publish proposal plans in order to continue the preservation and enhancement of their area which are conservation areas. Additionally Section 72 specifies that in making a decision on an application for development within a Conservation Area, special attention must be paid to the desirability of preserving or enhancing the character and or the appearance of that area.

National Governmental Policy regarding Conservation Areas is set out within the National Planning Policy Framework (NPPF) and Planning Policy Statement 5 (PPS5) Historic Environment Planning Practice Guide, which remains a material consideration in planning decisions.

In answer to the statutory requirement stated within the key Acts, this document identifies and assesses the special architectural and historic interest of Roby Conservation Area, Knowsley. This document is in line with the English Heritage’s ‘Guidance on Conservation Area Appraisals’ produced by the Planning Advisory Service.

2. Location and landscape setting

2.1 Location and Activities

Traditionally part of Lancashire, Roby is now located in the County of Merseyside, in the Borough of Knowsley, and has been since its creation in 1972. As of 1st April 2014, the Borough became part of The Liverpool City Region Combined Authority, which is responsible for economic development, transport, employment and skills, and strategic housing in the Region.

The district is located approximately 6 miles from the centre of Liverpool and it lies next to the M62 that links Liverpool and Manchester. Roby is served by Roby train station which runs from Liverpool along to Salford and Manchester. The western side of the Conservation Area lies next to Bowring Park and the associated Bowring Park golf club.

Historically, Roby Conservation Area had a number of local services though many of these no longer exist. The former village shop at No. 66 Roby Road is now a residential property that is grade II listed; it has retained

many of the original features of the period including the ornate iron work. Station Road was previously the site of an infant school for Roby and the local area and is believed to be located on the site where No. 7a Station Road now stands. In more recent years the school expanded and moved to Tarbock Road, Huyton. The boundary of the Conservation Area includes Roby Railway Station ticket office. The station and surrounding residential properties were built in the Victorian period and are remnants of that era.

Roby Conservation Area is mainly residential with approximately 93 properties. The only hotel in the Conservation Area is the former manor house on Roby Road, formerly known as 'Edenhurst'. The local public house is known as the Stanley Arms and it is located adjacent to No. 48 Roby Road. On the eastern edge of the Conservation Area is Roby Road Dentist Surgery, one of the few businesses remaining in the village.



2.2 Topography and geology

The Conservation Area sits on a slight south-facing hill looking towards Bowring Park Golf Course and on to the M62. The slight incline peaks at the 'village green' and then declines towards Station Road and at its greatest gradient within Wynwood Park. It is believed that the area must have represented the most appropriate place for a settlement. The reason for this was not for strategic or defensive reasons but simply because much of the surrounding area was marsh and bog land and therefore drainage on the hill site was relatively better. The higher level was also a natural choice of habitation in the mediaeval period.

The area can now be accessed by Carr Lane, to the south side of the M62 and is labelled as 'Carrs' on the historic ordinance survey maps. 'Carr' is Old Norse for bog or swampy land.

The geology of the township is Triassic Sandstone which outcrops in a few small areas though most of the area is overlain by boulder clay.

2.3 Relationship of Roby Conservation Area and its surroundings

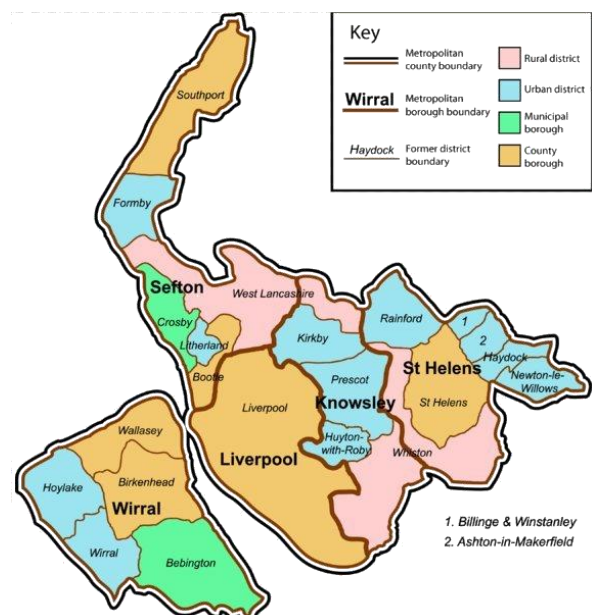
Roby is often referred to as Huyton-with-Roby, as over time the settlements of Roby and Huyton have merged together with the expansion of Liverpool after the Second World War. Roby since the 17th century has had good links with Liverpool. The creation of the Turnpike Road in 1726 improved this connection and was further strengthened with the addition of the railway in 1830.

These linkages have in effect made Roby and Huyton a suburb of Liverpool.

Historically from the 16th century, Bowring Park has been a prominent feature of the Roby area. However, only the park, golf course, former stable block and potting sheds now remain. The association between Roby and the park is important as Roby manor was the largest single owner of land in the area. In 1907 the park and gardens were donated to the people of Liverpool (and Knowsley), the park was a large open space for the citizens of the area to use.

The park became the first municipal golf course in the country; this strengthened the relationship of the park with the local area. The park has been significantly reduced in size particularly when the M62 was constructed through the park in the late 1970s and again when Roby Road was expanded and re-routed.

The park is a local heritage asset and should improvements to the historic fabric be undertaken the relationship with the conservation area would be enhanced.



3. Historic Development and Archaeology

3.1 Historic development

Roby is believed to have originated in approximately 900-925 AD, when it was a small hill, Norse Settlement, and Huyton was occupied by the Anglo Saxons. Roby is first recorded in 1086 in the Domesday Book as 'Rabil'. It has also previously been known as 'Rabi', 1292, although from 1332 it was known as 'Roby'. The name itself means boundary farm or settlement.

In 1304, Robert de Lathom was granted the right to hold a market and fair in the township. The market was held weekly, on Fridays with an annual fair held on St. Wilfred's Day. The importance of the fair seemed to be in decline as early as the 1320's unlike most of market towns of the era that prospered into wealthy towns. It is believed that this was due to opening of the Prescot market. Roby Cross, was possibly first erected as the market or boundary cross and was located on Roby Road, with 'stocks' adjacent.

The medieval village of Roby was developed around the crossroads, of what is now Station Road, Roby Road and old Carr Lane. The

centre of these three road junction now has a 'village green' near to where the Roby Cross is located. The cross has had numerous names including the Market Cross, Stocks Cross and the Boundary Stone.

The Roby Cross, was originally situated on Roby Road between Lawton Road and Carr Lane. It was relocated to its present site on Station Road junction in the 1970's. The Cross is a Grade II Listed heritage asset and was restored in 2006, and a bronze plaque has been erected explaining its history and provenance.

The township of Roby remained rural and agricultural until the introduction of the Turnpike roads in 1726. The route commenced in Liverpool, travelling through Roby and along to Prescot. This brought an increasing volume of through traffic to the township. No. 77 Roby Road also known as 'Toll Bar Cottage' was one of two that were responsible for collecting toll charges in this period. It is a prominent feature and is a Grade II heritage asset. Over recent years Roby Road has been altered a number of times to adapt to the increasing levels of traffic.



Historically, Carr Lane was the site of a sandstone quarry. As the red, iron rich sandstone was readily available it was used in the construction of local buildings and boundary walls. Many of these structures are evident within the Roby Conservation Area and throughout the surrounding areas. The development in the transport infrastructure included the construction of the Liverpool to Manchester railway.

Initially the route planned to cut through the Croxteth and the Knowsley Estate was heavily opposed by the owners of the properties, namely the Earl of Sefton and the Earl of Derby.

George Stephenson was responsible for the construction of the railway but was replaced by Charles Vignoles, who commissioned an alternative route via Huyton and Roby to avoid the Knowsley estate. However, George Stephenson was later re-employed as the principal engineer. Overall the route took approximately three years to build. The railway is of significant historical importance as it was the world's first passenger railway line with the Rainhill Trials of 1825 taking place in neighbouring St Helens. In September 1825 the current Prime Minister, the Duke of Wellington officially opened Roby Station. During this period Roby was transformed from a rural village into a desirable suburb. Roby is probably among the first villages in the region to undergo such a transformation. The ticket office at the station is the original building which remains in its original use. The station house/ticket office building has significant architectural style with its decorative, coloured brickwork, ornate window surrounds and dentil timber work.

With the construction of the railway new residential dwellings began to spring up. In

particular Edenhurst estate which was built by Edward Stanley who became the 14th Earl of Derby. Edenhurst has seen a number of changes of use. The building has served as a care home and more recently as Derby Lodge, a part of the Premier Inn hotel chain.

Roby Hall was located to the eastern edge of Roby Conservation Area and in the 16th century was known as 'Bury Hall' named after the family who lived there. In 1761 the hall was rebuilt in impressive red brick to the south-west of the original hall. The hall and estate comprised of over 100 acres of parkland, including the manor house and some small cottages. In 1906 these were all offered to the Liverpool City Corporation for the use of the local residents as a public park. The park was situated in the Metropolitan Borough of Knowsley under the Trusteeship of Liverpool City Council from the owner Alderman William Benjamin Bowring.

In 1913 Bowring Park became the first municipal golf course in England, and in 1921 the old English gardens were opened to the public. Bowring Park and the hall were commandeered for war time service in both of the World Wars. During the Second World War much of the area was given over for growing produce. When the hall was returned to civilian use it was in a poor state of repair and was subsequently demolished in the 1950's. This followed a national trend of demolition in the 1950's and early 60's as Roby Hall and other manor houses became un-economical to manage due to their large scale and declining condition. Today only the former stables, coach house and potting sheds survive. In June 1997 the park was taken-over by Knowsley Metropolitan Borough with a view to submitting an application to the Heritage Board to assist the restoration of the 'walled' and 'sunken' gardens and the development of the golf course.

In the 1930's the surrounding area of Roby began to experience significant expansion in terms of housing estates which were being built between the fringes of Huyton and Roby.

This is the point at which the two settlements of Roby and Huyton began to merge. Areas of land around Roby were being purchased for development by Liverpool City Corporation to reduce the housing waiting list within the city.

A significant number of estates including Fincham, Page Moss and Sunnyside estates were built within a relatively few years and on an extensive scale. The number of inhabited houses in Roby rose from 1236 in 1931 to 8619 in 1938. During this time the heart of the settlement began to shift north away from Station Road towards Huyton and Liverpool.

In the 1960's the high volume of traffic passing through the village required the widening of Roby Road. Edenhurst cottages were demolished and Roby Cross was moved to its current position by the 'village green'. The building of the M62 motorway in 1975 cut through a large section of Bowring Park.

4. Spatial Analysis

4.1 Layout and Streetscape

Roby's street layout is essentially mediaeval, over the years Roby Road has been altered and straightened and the formal green has been introduced. These initial improvements began with the turnpike road in the 1700's. Today Roby Road is the main thoroughfare of the Conservation Area and it links Liverpool to Huyton. In general the character of the road is enclosed and leafy with a number of properties set back from the road. The feeling of enclosure is reinforced by the extensive sandstone boundary walls and high levels of shrubbery that run the length of the Conservation Area. The traffic island however, does not harmonise with the historic streetscape

The Victorian influence on the area with particular reference to Station Road takes advantage of the more generous plots. The houses are generally laid out less formally than the urban equivalent of the time. High Carrs principal manor house along with the stable and coach house was originally built as a single dwelling around the same time as Station Road. The manor house has subsequently been subdivided into two properties. Over time additional properties

have been constructed in the generous plots, the new properties have retained the open space layout. Roby Conservation Area has relatively low permeability due to the nature of its linear layout, cul-de-sac and large plots of land in private ownership. The suburban and modern styles of Boxwood Close and Wynwood Parks residential properties with open front gardens and closed back gardens have no precedent in the rest of the Conservation Area.

The footpath known as Carr Lane to the edge of the Boxwood Close and Wynwood Park was previously a junction that connected Roby Road to agricultural fields. The lane which extends outside of the conservation area is believed to be mediaeval. Historically, the lane was a busy route into the area from Netherley. However, due to the change in the layout of Roby Road and the building of the M62 the track has become less used and is a footpath.



4.2 Open Spaces, Trees and Landscape

The most prominent area for open space is not within the Conservation Area, but touches the western edge of the Conservation Boundary. This area is known as 'Bowring Park' and Bowring Park Golf Course. Bowring Park was previously the site 'Roby Hall' which was demolished in the 1950's. A number of outbuildings remain and are local heritage assets. The main section of the park is largely open space that provides a variety of dense deciduous woodland and open grassed areas. The walled flower garden to the south overlooks the first municipal golf course in the country and with enhancement could be an attractive focal point for the area.

Historically, the park was an extremely popular destination, as it was the last stop on the Liverpool tram network. The entrance could be improved as it currently separates the Park area from Roby's historic core. The motorway and Roby Road cut through two sections of the site and this has not helped the sense of place of the park. The previous entrance is believed to be further north by the junction of the new housing estate known as Roby Park, where there is still evidence of the former boundary wall and gate piers. The fencing around the park is not in keeping with the original fencing which would have been a small metal picket style fence. Measures should be considered to subdue the noise of the traffic on Roby Road from the park. The remaining buildings may benefit for being locally listed.

The 'village green' at the junction of Station Road and Roby Road is the only other area of public open space and this forms the centre of the Conservation Area. The green supports a prominent mature tree and well manicured

flower beds that help preserve and enhance the attractiveness of the area. The green is an important feature which contributes to the sense of place and complements the traditional appearance of the cottages on Station Road.

Within the Conservation Area, many of the residential properties have private front and back gardens. The properties that do not have a private front gardens include the row of terraced housing on 'Anderton Terrace' previously known as 'Stanley Terrace', No. 61 Roby Road, No. 48 Roby Road and the adjoining property, 'Toll Bar Cottage' and 'High Carrs Lodge'. A number of these properties were formerly coach houses and stables that served the main manor houses of 'High Carrs' and 'Derby Lodge'. In contrast, the properties along Station Road have large front gardens in which the properties are well spaced. Many of the front gardens have been converted to driveways for residential parking.

Derby Lodge was previously set within its own grounds. Sections of the grounds were sold off and the residential developments of Boxwood Close and Wynwood Park were built on the site. Derby Lodge retains its formal, manicured grounds at the front of the property with similar formal gardens to the rear. Parking provision and modern extensions to the side of the property have had an impact on the property, although this is recognised as a necessary provision due to the nature of the business.

The properties along Roby Road are from various different eras. These properties all have private gardens which separate the houses from the road and many are screened from the traffic by mature tree growth and shrubbery. Opposite these properties is a

leafy tree-lined verge that runs along Roby Road for a short distance.

All trees over 7cm in diameter are protected within a conservation area. Trees have an important role in the historic environment and are often clearly visible on historic Ordnance Survey Maps.

4.3 Focal points, Focal buildings and Views

Focal point

One of the most prominent focal points within the Conservation Area is the 'village green'. The quality of the street materials and the planting that surrounds the area and the stone work that edges the green significantly enhances the streetscape. Unfortunately, the telephone box and the bus shelter are unsympathetic to the area.

Focal Buildings

A significant locally important building is Roby railway station which is located to the north of Station Road. Although this is a small station, it has played a pivotal role in the development of the residential houses in the vicinity. Many of the original architectural features have been retained on the building including dentil under the eaves, decorative wrought iron brackets supporting a wooden canopy, picketing and segmental brick arches with key stones and coloured brickwork. The line links Manchester to Liverpool.

Historically, the railway is a significant element of the Conservation Area and is testament to the remarkable engineering advances of the late Georgian era. Originally,

the station had four platforms but the two platforms to the north, were closed in the 1970's. As a part of the European Union funded electrification of the Liverpool-Manchester Line, Platform 3 will be brought back into use for December 2014. However, due to careful design and consultation with Network Rail via the planning process this should not have a major impact on the character of the station or the surrounding area.

Views

A view that is of particular interest is facing towards No. 66 Station Road from the west of Roby Road. The building is located on the curve of Roby Road/Station Road Junction with its prominent decorative, wrought iron veranda, chequered brick and corbelled chimneys. The building is distinctive and can be seen from various viewing points. It is a prominent landmark within the Conservation Area.

4.4 Boundaries

The Conservation Area boundary presently includes Boxwood Close and Wynwood Park. These recent housing developments do not relate to the village's historic character or local distinctiveness. The houses were built on land that was once a part of the 'Edenhurst' Estate and the Edenhurst Cottages which were demolished for the expansion of Roby Road. The unsightly substation at the entrance of the estate on Roby Road, even though a necessity could be hidden from view or screened more effectively in order to reduce the impact on the 'village green' and surrounding historic houses. The tree cover and shrubbery in this area does not strongly contribute to the streetscape which strengthens the question

as to whether Boxwood Close and Wynwood Park should remain in the Conservation Area.

Further consideration should be given to Bowring Park and the golf course and its relationship with the conservation area boundary. The park, former site of Roby Hall is of historic importance. It was the first municipal golf course in the country and the gardens have been of public use since 1906 when Roby Hall and grounds were donated to Liverpool City Corporation.

Consideration has been given as to whether to include Bowring Park in the Roby Conservation Area however, the entrance and periphery fencing is of an inappropriate style compared to what would have historically been in place. The original wall remains standing though it is bisected by road from the widening of Roby Road to accommodate additional traffic from the construction of the M62 motorway. It may be more prudent to include the remaining historic structures of the park on a local list this would include the stables, the potting shed, the coach house, the remaining walls and gate piers.

4.5 Public Realm

The public realm includes public spaces, street lighting, signage, street furniture and traffic control measures. Most of the public realm in the Conservation Area's is the responsibility on Knowsley Council. Anderton Terrace is the only road that is un-adopted in the Conservation Area. This means that the residents are responsible for the care of the road surface and surroundings. Around the 'village green' and Station Road the paving has been re-laid and replaced with new materials that are characteristic of the area. This works well as it creates a continued flow between the 'village green' down towards the

station. The street furniture located around Conservation Area could be improved. The brick built 'seat' is ill-fitting, furthermore the bus shelter and telephone box are unsympathetic as they are constructed in the standard corporate design. Sensitively designed street furniture would be an enhancement to the conservation area.

There are certain areas within the Conservation Area particular around Station Road and the 'village green' where Victorian style street lighting compliments the Victorian character of the area. These work extremely well in enhancing the areas character. As part of a Borough wide programme the replacement and upgrading of the Boroughs lighting columns will ensure that well designed modern lighting units will harmonise with the streetscape. All lighting units located within the conservation area will be painted black to identify the historic environment and to harmonise with the surrounding area.

The road surface along Anderton Terrace has sections of the road where the original cobbles are exposed. There are also small areas of rectangular stone work crisscrossing with the circular cobbles. If the missing cobbles were replaced and the sections of tarmac reduced this would reflect the historic materials and add to the sense of place. As this is an un-adopted road this work would require the commitment of the resident to undertake the repairs and replacement materials.

Areas of historic cobbling and stone surfacing around the 'village green' and small areas on Roby Road provide a good comparison of the original surfaces and the new materials. This provides a glimpse of how the area would have looked. There are also other areas of paving on Roby Road that have poor

pavement treatments which could be improved.

A positive addition to the public realm is the bronze interpretation panel at Roby Cross which informs the reader of the provenance and history of the Cross.

The stone wall that runs the length of the Conservation Area from the western side of Roby Road to the east is a historic boundary. The red sand stone wall's throughout the Conservation Area are typical of the area and enhance the conservation area.

Traffic bollards and unattractive utility fencing surrounding the substation detract from the conservation area and it may be prudent to consider measures to improve this area or remove it from the conservation area boundary.

5. The Buildings of the Conservation Area

5.1 Building types

The buildings within Roby Conservation Area are of different eras though the majority are from the mid-18th and 19th Century and range from small cottages to country houses. The Conservation Area contains a number of 20th century infill properties including Boxwood Close and Wynwood Park estates. The Stanley Arm's public house although not listed is of interest and has an interesting mix of styles from different eras which includes Neo-Georgian and Art Deco features. The properties which back on to car park of the Stanley Arms show successive incremental alteration as does the rear of the Stanley Arms.

The majority of buildings are two storeys with the occasional three storey building, Station Road and High Carrs are predominately three storey. These properties were built around the same time as the railway and are prestigious brick residential Victorian properties. The majority of 18th century properties on Roby Road are remnants of the Georgian era. They retain their attractive detailing, such as 'pargetting' and sash windows.



5.2 Listed buildings

There are seven listed properties within the Conservation Area and one public monument all are Grade II Listed. These heritage assets are nationally important and are of significant local interest.

No. 66 Roby Road

This property was previously known as 'the corner stores' and built in circa 1840 but later extended. The shop would have originally served the village and the commuters of the railway station. The building is of a two storey height that includes three bays. The front of the property is dominated by an ornate cast iron veranda on the ground floor with paint white brickwork behind. The expansive windows on the ground floor are divided into three with arched detailing. The first floor has chequered brickwork and the roof has a slated covering roof and corbelled chimney stacks.



No. 70 Roby Road

No.70 Roby Road was formerly a Toll Bar Cottage and is a Grade II Listed building. It is believed to date back to 1723, when the Turnpike road travelled through Roby. The building comprises of two bays. The first is a rectangular bay window and porch to the front of the property the porch is now enclosed. The second bay is to the east side of the main entrance and is surrounded by hedgerows. The overriding material of the building is painted white brick; it has a regular coursed slate roof, and tall chimney stack.

No. 1-5, Station Road

This collection of cottages forms a terrace that dates back to circa 1870. The terrace would have also been built as commuter cottages. The fine detailed panelling indicates that these were not standard workers cottages.

The buildings are built from red sand stone block, the end buildings have quoins, with tiled roof and decorative terracotta ridge tiles, finials and corbelled red brick chimney stacks. The ground floor window openings are red brick segmental arch with stone sill and casement windows. The first floor windows are jettied with bay windows whilst bay three and six have timber-framed gabled canted bay windows over open porches. Decorative plaster panels have painted floral pargetting. Porches have posts with decorative brackets and top panels. Gables have recessed stone panels and central shield in the architrave.

Roby Cross

Roby Cross is believed to be the remains of a medieval cross. It is of red sandstone and has a square base and the shaft of the cross. The cross was removed from its original site at the

corner of Carr Lane in 1979 and may have connection with Roby Market, charter granted in 1304.

There are a number of listed buildings within close proximity of the Conservation Area including:-

Archway Road Railway Bridge

The railway bridge on Archway Road is a Grade II listed bridge. It was built between 1828 and 1830 for the Liverpool to Manchester Railway which was engineered by George Stephenson. The bridge is constructed of red sand stone with a segmental arch with voussoir stones, ornamental brackets and a parapet cornice.

Pilch Lane East Railway Bridge

Pilch Lane railway bridge has less architectural detail but is has significance as a part of the railways industrial past. It was built by George Stevenson is Grade II listed it is located along Pilch Lane East. The stone work is less impressive and has a single span arch.

Church of St Bartholomew, Church Road

Although it is not located in the Conservation Area St Bartholomew's has played a prominent role in Roby village's past. The centre of the village was previously located around the junction of Station Road and Roby Road but with the building of the church communities moved north and across the railway tracks. This in turn lead to the Liverpool City Corporation building Page Moss housing estate after the inter war period to relieve the expansion of the city centre. The church was built in 1853 by Ewan Christian. St Bartholomew's Church was built thanks to

donations from Lord Derby and Rev. Ellis Ashton, Vicar of St Michael's, Huyton. In 1875 the tower was added it has unique setback buttresses the building is an impressive structure and a Grade II listed building.

5.3 Locally Listed Buildings

At present Knowsley Council does not have a local list. However the Council is in the process of collating a list of locally important buildings which are 'significant' to the local area and the Borough. Although these buildings will not have any additional planning controls their historic importance will be considered when taken into planning applications for alteration or demolition. Potential inclusions for the local list include:-

- Edenhurst Manor House (now Derby Lodge)
- Bowring Park Stables
- Bowring Park Coach House
- Bowring Park Potting Shed
- Sandstone Walls to the North of Roby Road original park walls
- Three sandstone gate piers
- The Stanley Pub

5.4 Positive Buildings

In addition to the nationally listed buildings, there are a number of unlisted buildings that make a positive contribution to the area's character and appearance.

Stanley Arms public house is not listed and is located towards the eastern edge of the Conservation Area. The building's positive architectural style is unique for the area and was built around the 1930's. The architectural style has aspects of Art Deco and Neo-Georgian styles. The sash windows and detailed brickwork is influenced by Georgian architecture though the tiled entrance at

ground floor combined with curved side entrances gives the impression of Art Deco. At roof level the building has low stone parapet wall which rises to an apex. Located under the apex and above the Georgian windows is the Stanley Crest of the eagle and child and three bucks heads. The signage to the front of the Stanley has a statue of an Eagle and Child which has been gold leafed. The emblem is synonymous with Lord Derby and the Stanley family and can be seen on various buildings and signs throughout the Knowsley area.

Although it is not listed, Derby Lodge is a significant historic building which is prominent on the streetscape. Formerly known as Edenhurst the red sandstone block building and the lodge at the entrance to the site are impressive historic buildings. Located on an elevated site above Roby Road and set within manicured gardens Derby Lodge has an undulating roof line with low parapet wall, the front elevation has stone drip mouldings, stone detailing and the entrance has an impressive fan light over the door.

5.5 Building Styles, materials and colours

Roby was historically in close proximity to a number of sandstone quarries, the nearest being located on the edge of the conservation area at Carr Lane. This has played a significant part in the construction materials and architectural style of the area.

Throughout the Conservation Area, the different eras have been influenced by a diverse range of building materials available to the area.

Along the eastern side of Roby Road some of the houses appear to be from the late

Georgian era. A number of these properties have been rendered and painted white. It is difficult to ascertain whether these properties were originally brick and have at a later date been rendered or whether they were simply stucco rendered originally. Many of these properties retain their original sash windows. Over the years a number of these properties have had minor alterations but the defining features have stayed the same. The sandstone wall with white rendered or red sandstone gate piers is typical of the area.

The three properties at the entrance of the Anderton Terrace were originally red brick built however, a number of these properties have been rendered possibly to cover up damage to the brick work or in an attempt to modernise. The bricks are handmade and this is reflected in the texture and varying tones of the brick in the remaining properties.

In between Anderton Terrace and Station Road the properties range from detached Georgian properties along to small cottages. A number of properties from the Victorian era retain the original slate roofing and sash windows. On this section of Roby Road a few of the houses have timber 'dentil' in some cases the beams have been painted white.

Roby station is relatively hidden as it located to the north of Station Road. The detailed brick work and decorative iron supporting brackets are good example of the Victorian infrastructure.

The red, yellow and brown brickwork that forms the segmental arches over the windows and doors is specific to the architectural style at the station.

Historically, on the corner of Carr Lane was a row of cottages known as Edenhurst Cottages. The cottages were of architectural merit and were adjacent to the original location of Roby Cross. Unfortunately, the properties were

demolished in the 1970's to make way for the expansion of the Roby Road.

The properties on Station Road are predominantly from the Victorian Era. These mid - 19th century suburban villas were built out of alternative materials as stucco began to fall out of favour. The introduction of the improved machinery and production in Victorian era ensured bricks were easily transported via rail. The buildings on Station Road are constructed of red brick with decorative drip mouldings impressive decor at door entrances. A number of these buildings would have had decorative wrought and cast iron gates and railings. The houses are generally in excellent condition and well maintained most alterations and extension have been in keeping with the principle building.

Roofing materials in the Conservation Area are generally constructed of Welsh slate however from the 1870s clay tiles appeared with terracotta ridge tiles.

Fenestration is predominantly of two styles of traditional window types. The older buildings, which date from the 17th and 18th centuries, tend to have tall, narrow casement windows with frames made of either timber or lead, often with lead lattice this can be seen on No. 62 and No. 64. Roby Road

Due to the close proximity of local quarries, iron rich red sandstone is a dominant material used throughout the Conservation Area. Many properties feature a boundary wall in red sandstone, with stone, brick or rendered gate piers. 'Edenhurst' now Derby Lodge is built out of this locally sourced material and it is one of the most prominent buildings in Roby Conservation Area.

6. Character Areas

Key positive features:

Roby Conservation Area can be evidenced to its former medieval settlement. However, the overriding character is that of an area which has become firmly established with the introduction of the railways. The notable elements of the Conservation Area include its Victorian villas, the railway station and ticketing office and the extensive use of the locally sourced red sandstone on its buildings and walls. The more significant buildings include:-

- No. 66 Roby Road a Grade II Listed Building
- No.1-5 Station Road, Grade II Listed Buildings
- No. 70 Station Road, also known as the Toll House is a Grade II Listed Building
- Roby Cross adjacent to the small 'village green'
- Quality paving and detailed cobbled stone work
- The attractive location around the central green
- The ticket office building at Roby Railway Station should be considered for local listing.

- Potential to local list the remaining structures in Bowring Park
- Potential archaeological interest from Roby Old Hall in Bowring Park
- Different eras evident

Key negative features:

- Modern housing development of Boxwood and Wynwood Park has no particular heritage or architectural interest
- Busy traffic route along Roby Road
- Unsympathetic bus stop and telephone box around the 'village green'
- Poor road surfacing along Anderton Terrace
- Dentist Surgery the late 20th Century front extension obscures the sandstone fronted building. The extension is out of character with the neighbouring properties.
- A number of unsympathetic boundary treatments



7. Issues

The following issues are considered to be principal matters which the emerging Roby Conservation Area Management Plan needs to address:

7.1 Conservation Area Boundary Review

Consideration should be given to redefining the Conservation Area boundary to remove Boxwood Close and Wynwood Park. The properties within these areas provide no coherent link to the historic context for the area. The houses are modern in their appearance, and have been built on land that was once a part of the Edenhurst Estate and Edenhurst Cottages that were demolished for the expansion of Roby Road. The tree cover and shrubbery is of no particular merit which questions the justification as to why Boxwood Close and Wynwood Park are in the Conservation Area. However, there are still some remaining historic walls present in, and any amendments in the Conservation Area's boundary should still incorporate the walls, to give them the protection that is offered within designated areas.

Another consideration is to reinforce the historic interest of Bowring Park and the golf course. The park was previously the site of Roby Hall and the parkland would have been prominent feature for the residents of Roby during the Victorian era due to its close proximity. The parkland is of historic importance, as it was the first municipal golf course in the country. Additionally, the gardens have been of public use since 1906 when Roby Hall and grounds were first donated to Liverpool City Corporation.

There are a number of issues that need to be addressed prior to the park being included in the Conservation Area Boundary. The entrance and periphery fencing bears no reflection to the original boundary treatments. The original boundary wall still stands. Additionally, the former entrance of the hall known as Bury Hall which dates back to the 16th century is still evident but has been in filled. There is potential to locally list these neighbouring local heritage assets.

7.2 Traffic and Pedestrian Movement

Due to the nature of the main road of Roby there are going to be some traffic issues as it



is the through route to Huyton and the M62, Liverpool and Manchester. However, the unsympathetic traffic crossings and lighting opposite the 'village green' diminishes the areas character and does little to conserve the historic townscape. This is a necessity as there are very few traffic crossing on the road, however there are opportunities to attain a more sensitive style in relation to the surroundings.

7.3 Vacant or derelict sites

There are no significant derelict sites or obsolete buildings within the Roby Conservation Area. However there are buildings which are not fully occupied. The site of Edenhurst (Derby Lodge) has some sections of the building which are not fully used, namely the former stable building.

7.4 Buildings at Risk

At the time of writing there are no significant buildings at risk in the Roby Conservation Area. The station building has undergone some adaptation to ensure that Roby station and ticket office is able to comply with the requirements of the 21st Century. However, the works have been undertaken with the character of the original building being retained and replicated where necessary.

Although there are no particular buildings at risk there are a number of high profile buildings within the Conservation Area that have had some inappropriate alterations, for example the fitting of uPVC windows. These incremental changes can have a cumulative and negative effect on the conservation and can put a Conservation Area at risk.

7.5 Public realm

A significant amount of improvements have already been undertaken on Roby's public realm, most notably on Station Road and 'village green' area. The new paving and sympathetic materials enhances the historic environment. Ideally further improvements would be extended throughout the Conservation Area as some areas of paving are mismatched.

The public realm also includes four large sandstone blocks this is located in front of number 66 Roby Road. These sandstone blocks once supported a large sandstone trough which would have a watering trough for horses. Unfortunately, the trough has been removed and lost.

7.6 Advertising, shop fronts and signage

Derby Lodge's has a prominent position on Roby Road, the trees and formal gardens to the front of the property reinforce the grandeur of the building. The Premier Inn hotel chain now occupies the building and the advertising for the hotel and restaurant is quite bold.

There is often a balance that has to be considered in regard to the conversion of a historic building to a new use. Advertising can be controlled through the planning legislation though legislation can be considered to be quite lenient in the amount and size of advertising permissible. However, the balance in this case is that it is better that this building was brought back into use with the advertising rather than the premises being

vacant and obsolete.

Roby Conservation Area does not have any shops where traditional shop front would be required. Signage mainly relates to the highways signage. Advertisements and signage in relation to business mainly for Derby Lodge, The Stanley Pub and the dentist all of which are subject to the planning process. The aim is to reduce any unnecessary signage and create a clutter free Conservation Area.

7.7 Article 4 Directions

The use of 'Article 4 Directions' enables local planning authorities to control minor alterations to unlisted residential properties which could otherwise be carried out by a property owner without planning permission under their 'permitted development' rights.

Alterations such as the installation of replacement doors and windows, reroofing in modern materials, the removal of chimneys, creation of dormer window, the addition of porches or and the creation of car parking in the front garden can all be controlled by 'Article 4 Directions'. The aim of any such Direction is mainly to encourage property owners to use traditional materials within the Conservation Area ideally to prevent the gradual erosion of its special interest.

Anderton Terrace and the eastern side of Roby Road have undergone significant levels of erosion within the Conservation Area. Incremental building alterations have impacted on the Conservation Area even relatively minor changes to properties can have a detrimental impact on the streetscape. A typical alteration has been the Georgian

windows being replaced with inappropriate window styles and materials. To be effective it is essential that such controls continue to receive public support and understanding and that management and decision making is consistent.

Whilst it is recognised that the introduction of an Article 4 Direction would be an effective way of safeguarding the remaining historical character of the Conservation Area, the introduction of one would require a substantial amount of support and recommendation from the local residents. It would then have to go through a public consultation process before it was implemented.

7.8 Heritage Assets

The statutory list of the Borough of Knowsley was reviewed in 1992 by the Department of Culture Media and Sport. There are plans within the Historic Environment Strategy, 2013 to review the statutory list in terms of buildings with local and architectural interest.

It is possible that several of the buildings within the Conservation Area would benefit from being considered for inclusion onto the Statutory List or local list. Details would be sent to English Heritage (Statutory Advisors) and the properties would be assessed against national criteria for inclusion on the list of national heritage assets. A number of the positive buildings which have been identified in this Character Appraisal that would benefit from being 'Locally Listed' and included on a local list. Community participation, agreement, and consultation would be a major factor in this process. Buildings for consideration include:

- No. 6 Station Road
- No. 8 – 18 Station Road
- Roby Railway Station, Station Road

compliant with the new specification and a significant number of lighting columns are being replaced. The new lighting columns that are being erected will be painted black in the conservation areas.

7.9 Maintenance of key areas

Specific details for this section will be set out in the Area Management Plan for the Roby Conservation Area. Potential enhancements include:

- Negotiation with service providers for sympathetic street furniture including bus shelters, street lighting and traffic crossings
- Improvements to road surfacing along Anderton Terrace, although there may be issues due to the road being 'un-adopted'
- The provision of heritage interpretation panels regarding the significance of the area and its history
- The extension of the good quality paving from the 'village green' to other areas of the Conservation Area
- Consider alteration to the Conservation Area boundary to include Bowring Park, Roby Train Station and the deletion of Boxwood Close and Wynwood Park

In terms of street lighting within Roby Conservation Area and the remaining Knowsley Borough a PFI (Private Finance Initiative) will be upgrading all the street lighting throughout the Borough. As some of the existing lighting columns are not

Further Reading

Knowsley MBC. 2010. *Roby Origins and History*. [online] Available at: http://history.knowsley.gov.uk/information/print_text.msql?name=Roby&ref=rborigins [Accessed: 3 Sep 2013].

National Statistics. 2001. *Lead Key Figures*. [online] Available at: <http://neighbourhood.statistics.gov.uk/dissemination/LeadKeyFigures.do?a=3&b=5941470&c=roby&d=14&e=16&g=358046&i=1001x1003x1004&m=0&r=1&s=1212101378078&enc=1> [Accessed: 3 Sep 2013].

Vision of Britain. 2001. *History of Roby, in Knowsley and Lancashire | Map and description*. [online] Available at: http://www.visionofbritain.org.uk/place/place_page.jsp?p_id=21061 [Accessed: 3 Sep 2013].

Old Mersey Times. 2002. *Huyton-with-Roby*. [online] Available at: <http://www.old-merseytimes.co.uk/HuytonwithRoby.html> [Accessed: 3 Sep 2013].

Knowsley Historic Built Environment Strategy 2013.

Glossary

Article 4 Direction

A legal direction imposed by the local Council which requires that development which would otherwise be 'Permitted Development' which will require planning permission.

Conservation Area

Areas of special historic or architectural character. New development within these areas must preserve or enhance the special characteristics of the area.

Corbelling

Corbelling a projection from a wall or reveal designed to support a weight. A corbel table is a series of corbels usually set just below the eaves.

Gap Site A gap is usually a site or piece of land where demolition of a building has occurred and has not been re-developed. This leaves a vacant site on the streetscape, breaking the flow of the urban fabric.

Historic Environment

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged and landscaped and planted or managed flora.

Listed Building

Listed buildings and structures that are on the national statutory list due to their special architectural or historic significance. Listed Buildings have a level of protection from demolition or inappropriate alterations. Listed Building Consent is required for works affecting these buildings.

Local Listing

A local listed building is a building or structure which is not nationally important but is important to Knowsley's heritage due to its architectural, historic or archaeological significance

National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and how they will be applied. It provides a framework within which local people and their local authority can produce their own distinctive local and neighbourhood plans which reflect the needs and priorities of their communities.

Pargetting

Pargetting or external plaster work refers to the decoration in relief of the plastering usually on outside of half-timber properties, or sometimes covering the whole wall. It can also used as a decoration on much later dated properties and is produced by the application of carved timber moulds pressed against the plaster before it dries. In some instances it is undertaken by a skilled plasterer and the design applied freehand.

Permitted Development Rights

Under government legislation, certain forms of minor development (such as small extensions to houses, small fences and walls, small extensions to factories) do not require planning permission. However, the rules governing these 'Permitted Development' rights are complex and therefore you are always advised to contact the Council for advice. In some areas (eg. some Conservation Areas, converted barns and in some housing estates) Permitted Development rights have been removed by the Council meaning that planning permission is required even for the smallest extension to a house, or building of a boundary walls, etc.

Quoins

Angular courses of stone at the corner of a building, usually laid as alternate quoin (headers and stretchers).

Trees

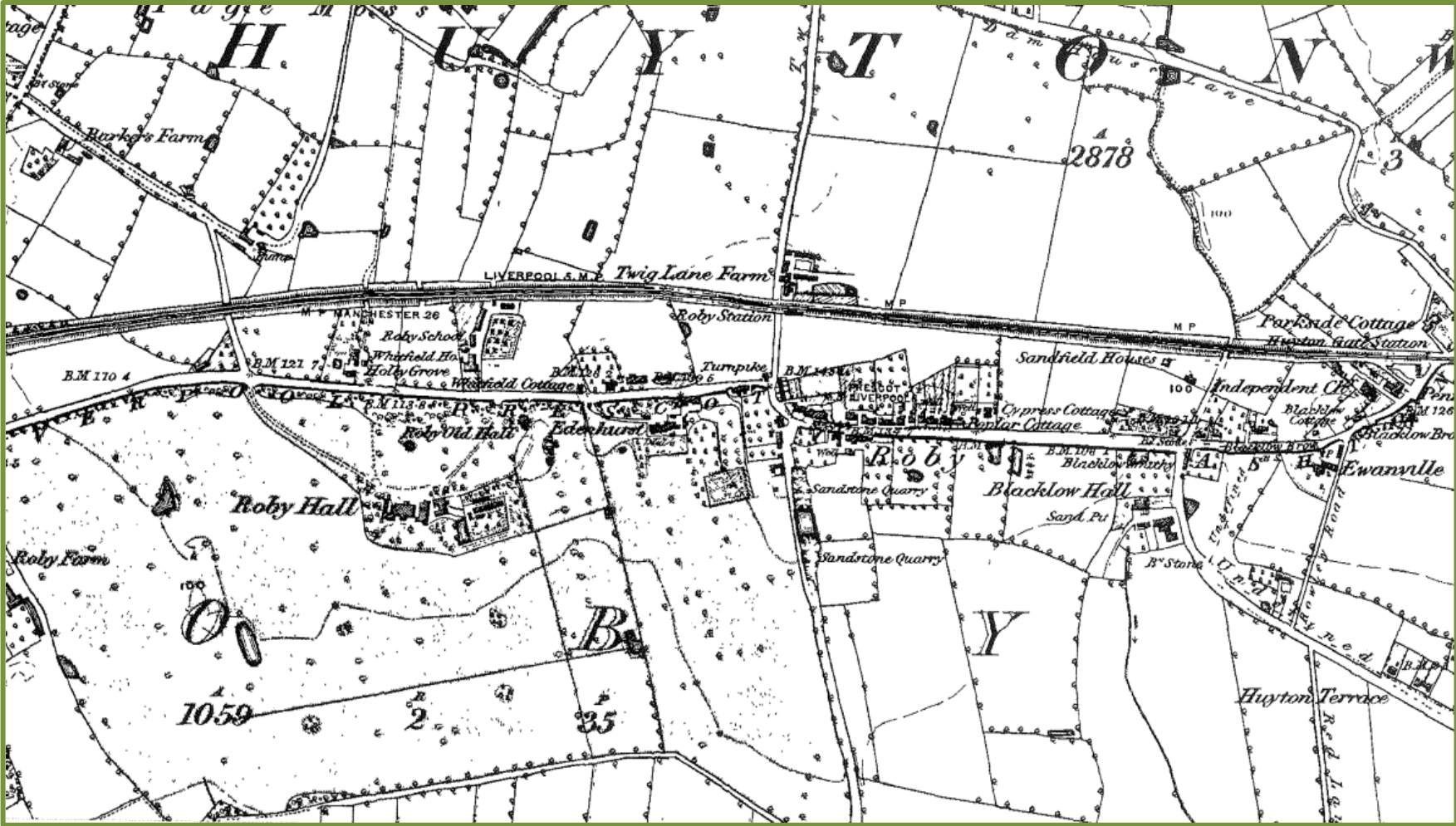
Tree coverage provides a vital aspect of the character and appearance of a Conservation Area, therefore they too are protected through legislation. Any work affecting trees within the Conservation Area requires six weeks' notice to be given to the Council.

Turnpike

Turnpike is another term for a toll road. Turnpike trusts were, a body set up by Act of Parliament, with powers to collect road tolls for maintaining the principal highways during the 18th and 19th Centuries.

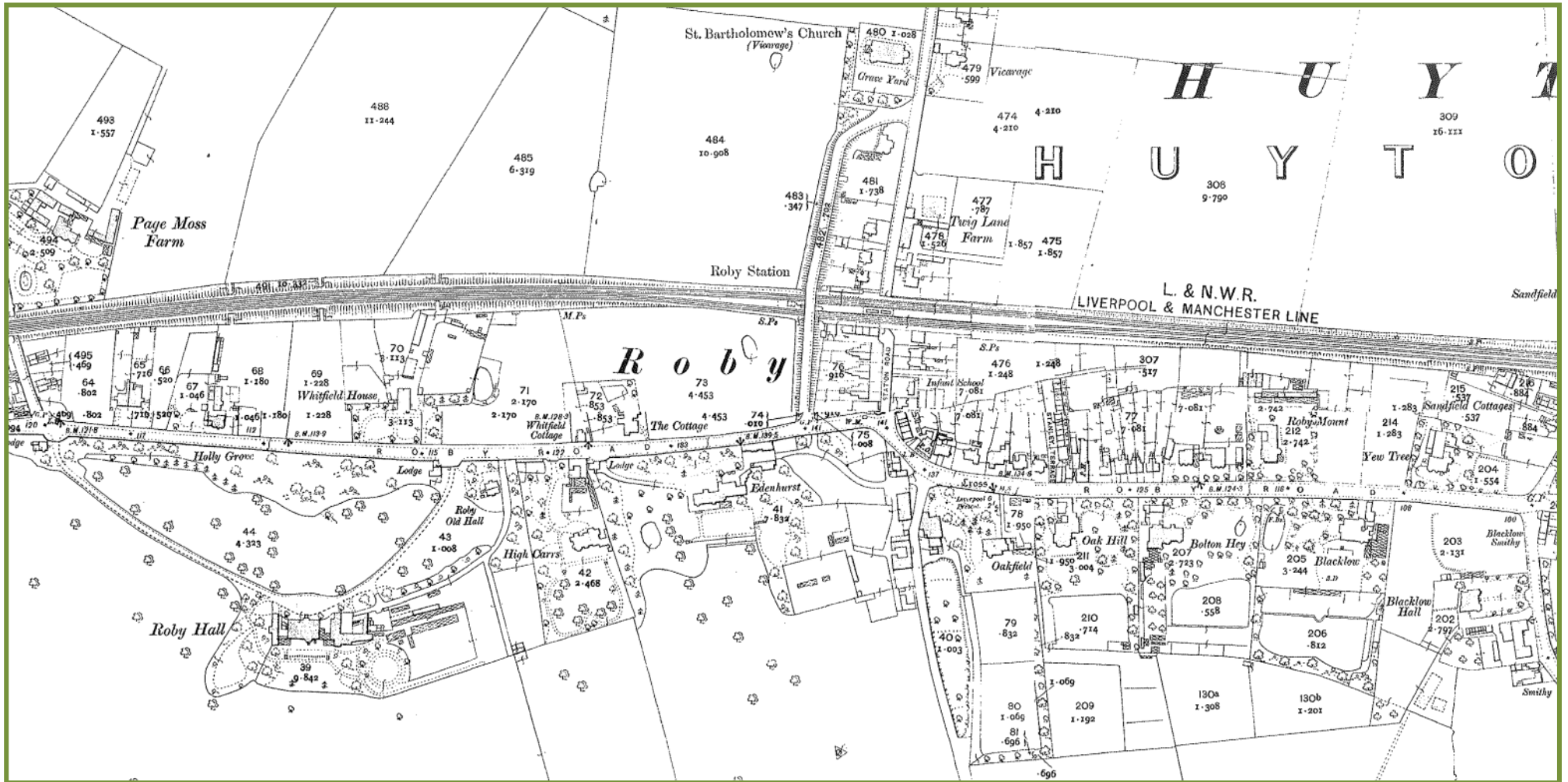
Appendix 1

Historic Map 1840



Appendix 2

Historic Map 1907



Appendix 3

Historic Map 1927



Appendix 4

Roby Townscape Appraisal Map

Knowsley Metropolitan Borough

Roby Conservation Area

Townscape Appraisal Map

Not to scale



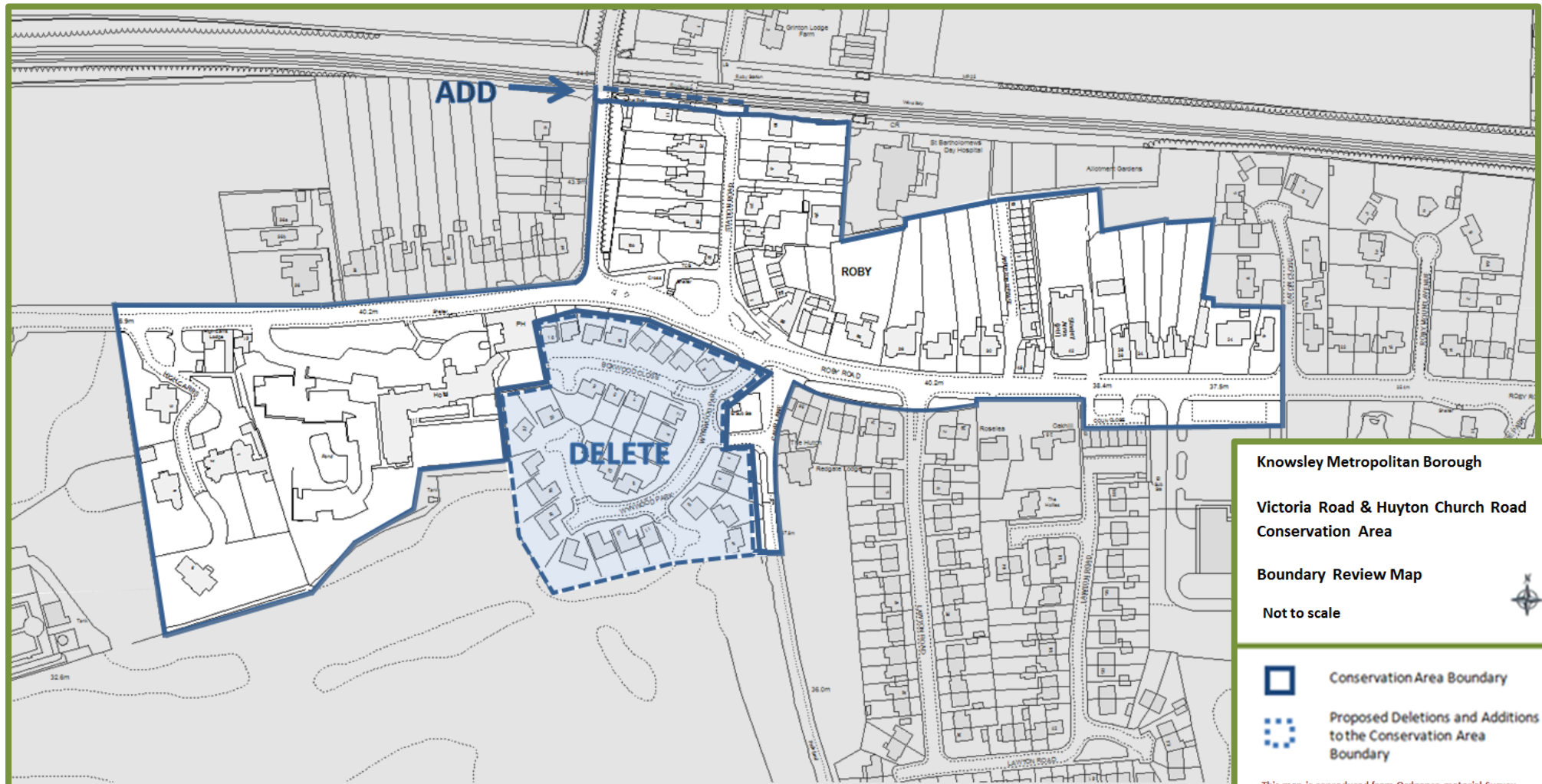
-  Conservation Area Boundary
-  Listed Buildings
-  Positive Unlisted Buildings
-  Focal Buildings
-  Important Views
-  Important Trees
-  Important Boundary Walls

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Appendix 5

Roby Boundary Review Map



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