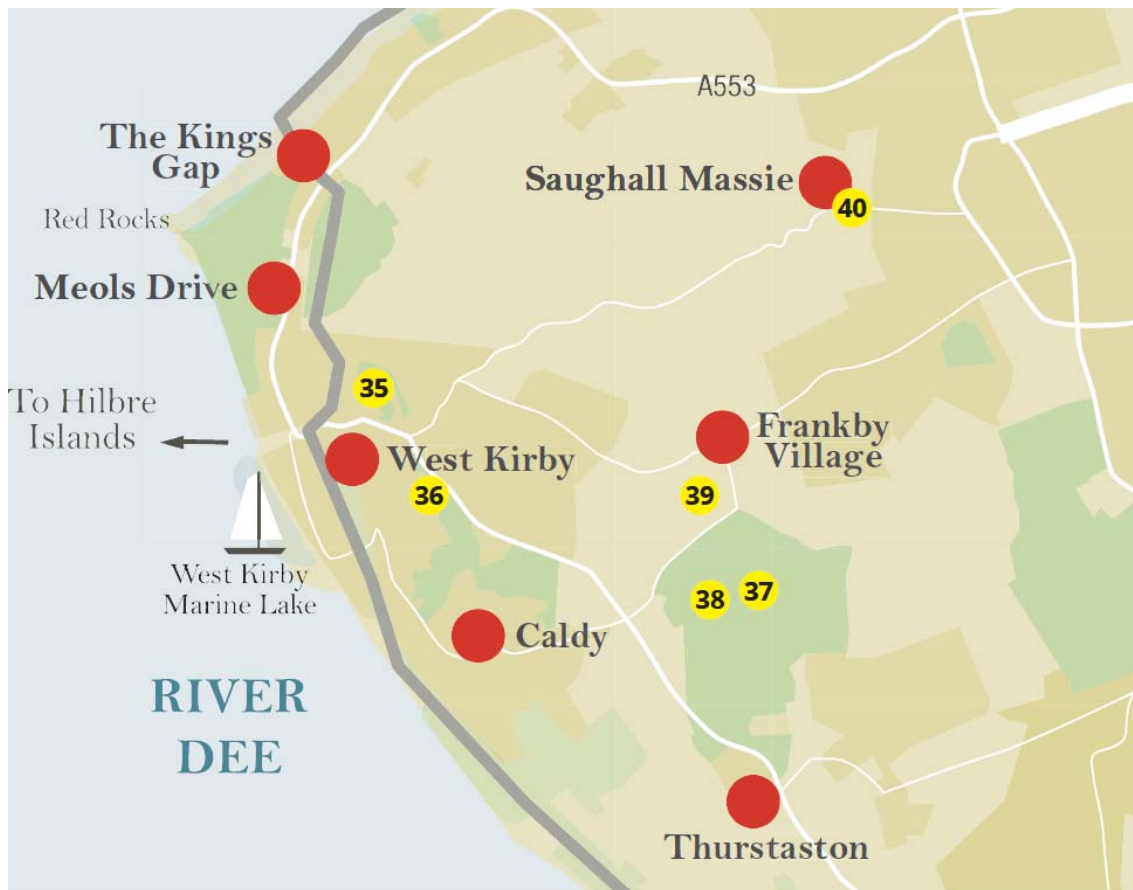


Wirral Conservation Areas and Heritage Trail.

North West Section:



Introduction:

Until the mid-Victorian period the north-west corner of Wirral contained little more than a scatter of small fishing and farming villages, though the coastal settlement of **Hoylake** and **West Kirby** were already drawing in summer visitors. The arrival of the railway (to Hoylake in 1866 and to West Kirby in 1878) and the opening in 1869 of what became the Royal Liverpool Golf Course, brought changes as the area proved attractive to holiday makers and well to do residents alike. While the core of the old village of West Kirby remained little altered, new streets were laid out nearer the station and large properties, in substantial gardens, sprung up along **Stanley Road** and **Meols Drive**.

Inland **Frankby** and **Saughall Massie**, with their working farms and small cottages, continued to serve agricultural communities. **Caldby**, rebuilt as a model estate centered on Caldby Manor, remained a farming village until the estate was sold to the Caldby Manor Estates Company in 1905 and developed, on a spacious layout, with imposing detached Arts and Crafts style houses, many of which survive today. **Thurstaston**, largely rebuilt in the 19th century as a model village, focussed on the former Dawpool Hall, has seen little change and still retains much of its original character.

The North West route:

Start: West Kirby Railway Station.

Parking: Pay and display car park next to Morrison's supermarket in Dee Lane or behind the railway station in the Concourse car park.

Buses and Trains: Buses stop outside West Kirby Railway Station which is the end of the Wirral line from Liverpool and Chester.

West Kirby Town – West Kirby Conservation Area via Grange Hill:

Walking, Cycling and driving: From outside West Kirby Railway Station go in the direction of Heswall along Grange Road, past the end of the Wirral Way on your right, continue up the hill and turn left into Old Grange Road. On foot only, follow the all accessible path along the public footpath signed to The War Memorial to enjoy the War Memorial Garden and the spectacular views across Liverpool Bay and The Wirral Peninsula. This is a very suitable location for a picnic and then return back the same way back to Old Grange Road.

Heritage Asset 35, West Kirby War Memorial:



West Kirby War Memorial.

The Hoylake & West Kirby War Memorial was erected in 1922, to the design of the architects, Hall & Glover and the famous sculptor, Charles Sargeant Jagger, best known for his Royal Artillery Memorial at Hyde Park Corner. Set on top of Grange Hill it is an important landmark with views across the Dee, North Wales, Liverpool Bay and the Mersey. G.II*

Walkers: turn right at the end of the path, and then left up the hill on the main road of Grange Road, use the central reservation crossing points to cross over the start of Blackhorse Hill and across Grange Road and across the start of Village Road and then turn immediately right onto the footpath parallel to Column Road that leads straight up to the Mariners Column

Cyclists: from Grange Old Road, turn left up the hill on the main road of Grange Road. Dismount and use the central reservation crossing points. Cross over the start of Blackhorse Hill, across Grange Road and across the start of Village Road. Push the cycles along the pavement to the Mariners Column on your right:

Drivers: from Grange Old Road, turn left up the hill on the main road of Grange Road.

The Mariners Beacon, Heritage Asset 36:



West Kirby Mariner's Beacon

A sandstone column, 18 m high (60ft), erected by the Liverpool Dock Trustees in 1841, as a landmark to replace the windmill, blown down in the storm of 1839. The Trustees were given permission to build on the site by the local landowner, John Shaw Leigh, who also gave the stone for the beacon's construction

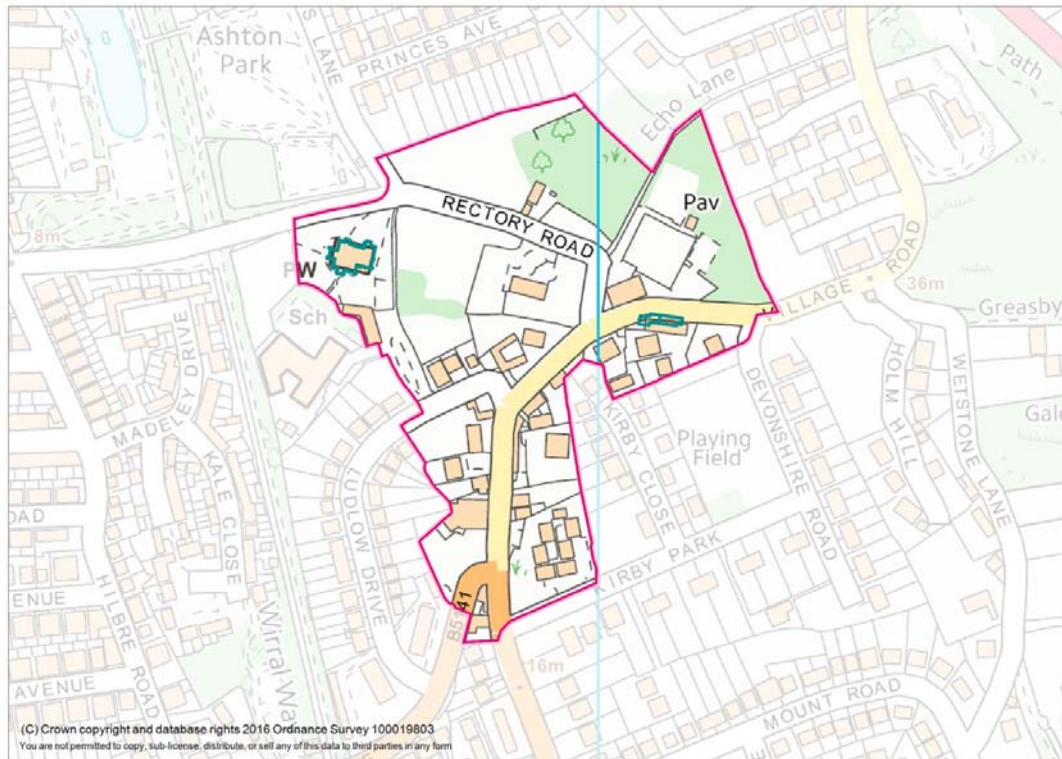
Route to West Kirby Conservation Area:

Walking: from the Mariner's Beacon go down the long flight of steps, across Village Road into Echo Lane and right into Rectory Road, and as per the map, you are in The West Kirby Conservation Area:

Cycling and Driving: leave the Mariner's Beacon on your left on the main Column Road and take the 1st left into the tight downhill left turn, continue down the Hill and turn right at

The Ring of Bells Pub into Rectory Road, and as per the map, you are in The West Kirby Conservation Area:

West Kirby Conservation Area (1973)



West Kirby Old Village was designated as a Conservation Area to conserve the historic core of the original settlement, with its Church, Rectory, Public House and former farm buildings and to preserve the remnants of the fields, woodland and unmade paths which once surrounded it.

Set on the western slopes of Grange Hill, overlooking the Dee, there has been settlement here since earliest times. West Kirby's place-name, derives from the Old Norse words *kirkja* (church) and *byr* (farm or settlement) meaning 'village with a church'. The element 'West' differentiates it from *Kirby in Wallea*, the old name for Wallasey.

Farming was the major occupation of the village until Victorian times, when visitors and new residents began arriving, attracted by the sea.

The coming of the railway in 1878 provided a direct link to Liverpool and brought more growth. New streets were laid out nearer the station, leaving the character of the old village relatively untouched. Remnants of the Glebe, a small stretch of fields and woodland, remain un-built on, providing a green heart to the Conservation Area and a reminder of its rural origins.

Close by is Ashton Park and the Wirral Way.

Key buildings include:

- St Bridget's Church (Grade II) first documented 1081. The present church dates from Victorian restoration (1869-70), tower is older (late 15th / early 16th century). Inside are fittings from the earlier buildings and an impressive range of stained glass and carving by Charles Kempe. Also inside - a 'hogback' stone, a reminder of the settlement's Anglo-Norse connections.

- Former Parish School, built 1848. Now attached to Church Centre.
- West Kirby Museum, erected 1892, also attached to Church Centre, formerly known as Charles Dawson Brown Museum. Collection includes pre Norman carved stones and other items from the early years of the church.
- Ring o' Bells public house, built on bedrock, dated 1810.
- *The Nook*, (Grade II), vernacular dwelling, built on bedrock with thatched roof.
- Dated properties in Village Road (17th and 18th century)
- The Mariner's Beacon (Scheduled Monument), built 1841 by the Mersey Docks and Harbour Board to replace windmill blown down in 1839. The old millstone can be seen at its foot.



The old village of West Kirby



St Bridget's Church (Grade II) first documented 1081. The present church dates from Victorian restoration (1869-70)



Ring o' Bells public house 1810.

www.stbridgetschurch.org.uk

www.westkirbymuseum.co.uk

www.ashtonpark.btck.co.uk

West Kirby – Caldy:

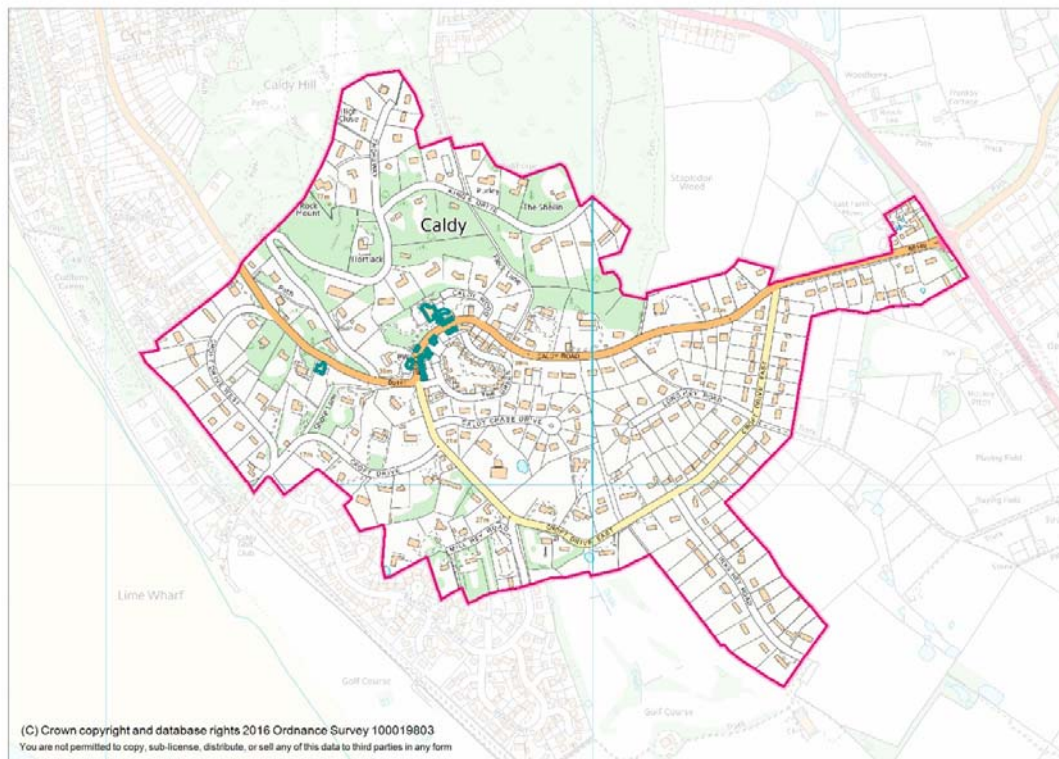
Walking: return back up Echo Lane to the Mariners's Beacon and turn right and go on the main path along the top of Caldy Hill. This is a wonderful footpath with

fantastic views. There are numerous small paths leading off the main path but stay on the natural main path ahead along the length of Caldý Hill passing the 'managed heathland', the Peak and Northern Footpath Society fingerpost, and through a gap in an old sandstone wall, past the pine trees, through another gap in the wall to a gate and walk straight ahead into Kings Drive along the grass verge.

After about 150 metres at the side of 'Pine Ridge', take the public bridleway locally known as Fleck Lane on the right and down the hill. At Caldý Road, take care due to lack of visibility and turn right and walk along past the old hospital on the right, into Caldý Village:

Driving and Cycling: from Rectory Road, turn right at the Ring O'Bells Pub into Village Road which becomes Caldý Road and takes you to Caldý Village:

Caldý Conservation Area (1974)



Caldý was one of a series of settlements strung out along the Dee shore. It was designated a Conservation Area to preserve the principal features of the old village as well as conserving the character of its later development as a low density, maturely landscaped suburb with substantial houses set in large grounds. The aim was also to retain its characteristic high walls and fences and protect, wherever practicable, its views of the Dee Estuary and of the North Wales coast beyond.

For centuries Caldý remained a small rural settlement. As late as 1819 it was described by the Cheshire historian, George Ormerod, as 'a scatter of straggling fishermen's huts scattered over an eminence near the estuary'

From 1834 all this changed when the estate was put up for sale and bought in its entirety by the wealthy Manchester calico printer, Richard Watson Barton (1798 - 1861) of Springwood, Pendlebury in Lancashire.

Using the architect Robert Bushell Rampling (1806 – 1854) and the Walker builders of Birkenhead, Barton set about the complete renovation or rebuilding of the village. Retaining its old layout, but with picturesque properties, faced in ashlar sandstone, Caldby became, in effect, a model estate village.

In 1905 the bulk of the Caldby estate was sold and further development began with the formation, in 1906, of the Caldby Manor Estate Company. New roads were laid out and a series of large detached Arts and Crafts style houses built, their development controlled by a series of covenants, which limited the use and density of the properties and the materials selected for their construction. (The plot size had to be of at least an acre). Land was also set aside for the creation of a 9-hole golf course, thought to be an attraction for the better class of resident. An additional facility came in 1909 with the opening of Caldby station on the Hooton to West Kirby line, now the Wirral Way.

Key features:

- Caldby Manor (Grade II) originally a late C17th sandstone farmhouse, re-modeled by the Barton family and extended in 1864 to the designs of architects W. and J. Hay remodelled again, perhaps by Briggs, Wolstenholme & Thornley, for cotton broker, Alexander Percy Eccles. Datestones over main door of 1698, 1704 and 1907)
- Church of the Resurrection and All Saints (Grade II). Built 1868, as the village school by G. E. Street (1824 – 1881). Converted to church, 1906–07, by Chester architects, Douglas & Minshall, with chancel, additional aisle and saddleback tower.
- Former Reading Room, built 1883, now church hall.
- Memorial Cross, erected on green, 1894, in memory of Alfred Barton, (d. 1891).
- Listed domestic buildings - Little Dene, Dee Haven and Corner Cottage, all C17th in origin, but later rebuilt or restored, Manor Farmhouse, dated 1683, Sunnyfold, dated 1689 and Banks Farmhouse, dated 1702, all renovated in the 1830s but with their original date-stones incorporated in the later build.



Church of the Resurrection and All Saints (Grade II). Built 1868, as the village school. Converted to church, 1906–07.



Former Reading Room, built 1883, now church hall.



Caldy Manor (Grade II) originally a late C17th sandstone farmhouse, re-modelled by the Barton family and extended in 1864



Sunnyfold, dated 1689



Banks Farmhouse, dated 1702



Memorial Cross, erected on green, 1894,

If you would like more information on Caldy please visit The Caldy Society at www.caldy.org

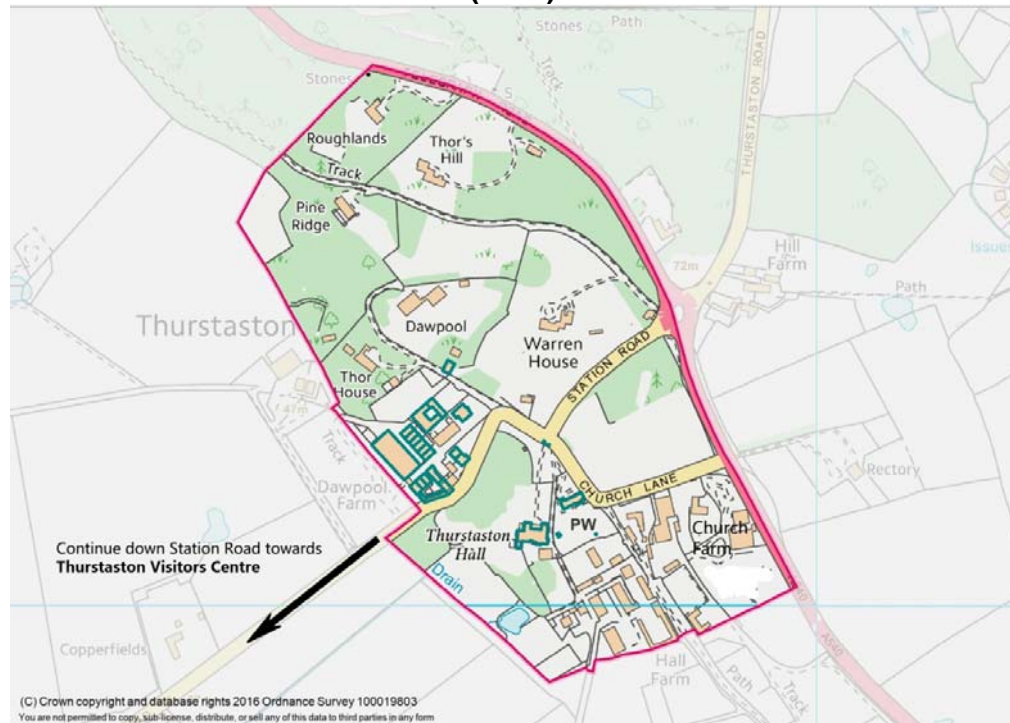
2. Caldy – Thurstaston.

Walking: Opposite the Church after Croft Drive fork left down the short bridleway to the road below. Turn right, continue along the road to the entrance to Wirral Country Park and turn left onto the Wirral Way to the Max Kirby Railway bridge and the visitor centre just after the bridge on the right. Otherwise, take the path up onto Station Road to Thurstaston village. You may wish to continue along the Wirral Way to footpath 72 and up through Dungeon Wood and back down to Thurstaston along the lovely footpath 43 into Thurstaston Conservation Area:

Cycling: Opposite the Church after Croft Drive fork left down the short bridleway to the road below. Turn right, continue along the road to the entrance to Wirral Country Park and turn left onto the Wirral Way to the Max Kirby Railway bridge and the visitor centre just after the bridge on the right. Otherwise, take the path up onto Station Road to Thurstaston Conservation Area:

Driving: Continue along Caldy Road through the village to the roundabout on the A540, turn right and continue up through 'the cutting' with Thurstaston Common up on your left. After the Cottage Loaf turn right at the roundabout into Station Road in the Thurstaston Conservation Area:

Thurstaston Conservation Area (1981)



Thurstaston was designated as a Conservation Area to conserve the historic settlement, with its Church, Hall and traditional farm buildings, grouped round the green, to retain its existing stone walls, hedges and unmade tracks and to protect the surrounding fields and the wooded hillside of the former Dawpool Estate. In addition, stretches of woodland, lying within the core of the village and which add to its character, were protected by Tree Preservation Orders.

The manor of Thurstaston was first mentioned in Domesday Book and for centuries it remained a small rural hamlet. From medieval times two buildings stood out from the rest – the parish church, dedicated to St Bartholomew, and the adjacent Hall.

While descendants of the Whitmores continued to occupy the Hall, two wealthy families, the Hegans and the Ismays, radically altered the landscape of the village in the second half of the 19th century.

In the 1850s Joseph James Hegan (1795 – 1865), a Liverpool financier, with interests in Peru, erected a large house, Dawpool Hall, to the north of the village, building in addition a number of estate buildings.

In 1877 the Dawpool estate was sold to Thomas Ismay, who demolished the existing Dawpool Hall and replaced it with a vast, sandstone mansion, built 1882-1886 and designed by R. Norman Shaw who also built more estate buildings.

To increase the privacy of Dawpool Hall, Ismay had the old route of Telegraph Road diverted through a deep rock cutting, adjacent to Thurstaston Hill and Common. Ismay's Dawpool Hall was demolished in 1927, when no buyer could be found for it. Its site still retains its secluded wooded character but is now home to a number of substantial private houses. These lie within the Conservation Area but are not visible from the road.

Despite all the changes Thurstaston has seen over the centuries, the settlement still retains its quintessentially rural character.

Key features:

- St Bartholomew's Church.
- Original Norman church taken down in 1820 and replaced by a new church, erected 1824. Only the bell tower (Grade II) of this second church survives. A stone set in its east wall, is inscribed ' W. Johnson and T. Reilly, Church Wardens, 1824'.
- The current church (Grade II*), constructed of local sandstone, was designed by John Loughborough Pearson (1817 – 1897) and consecrated in 1886. Its cost was borne by the heirs of Joseph Hegan.
- John Pearson went on to design Truro Cathedral.
- The Ring of five Bells were cast in 1885 & 1886 and a 6th Bell was added for The Queen's Golden Jubilee in 2002. All 6 Bells are rung every Sunday and other special occasions and Weddings throughout the year.
- Lychgate, designed by R. Norman Shaw, erected 1900 by Margaret Ismay, in memory of her husband, Thomas Henry Ismay (1837 -1899), ship owner and founder of the White Star Line. Thomas and Margaret, parents of J. Bruce Ismay, the owner of the Titanic, are buried in the churchyard.
- Sundial, in churchyard, dated 1844.
- Commonwealth War Graves. Two in churchyard.
- War Memorial, to front of church, unusually carries more names from WWII than from WWI.
- Thurstaston Hall (Grade II*) privately owned. U-shaped in plan, west range, built of sandstone, is the original medieval hall, dating from c. 1400s and one of very few medieval domestic buildings still surviving in Wirral. Central section, brick on a stone base with stone dressings, in Baroque style, dates from c.1680. Over its grand, pedimented entrance are the Whitmore family arms. The sandstone east range, added c. 1836, mirrors the west range. To the rear are out buildings no longer serving their original purpose.
- School and School house (Grade II) built 1858 for Hegan, at his own expense. Designed by Birkenhead architect, Walter Scott.

- Model Farm (Grade II), built for Hegan. Designed by Liverpool architect, W.H Gee. Includes former farmhouse, barn (1862), granary, shippons, smithy and implement shed, the whole completed by 1863.
- South Lodge, gates and gate piers (Grade II)
- Clock Tower, massive stable block, built 1892 for Ismay and designed by R. Norman Shaw



St. Bartholomew's (Grade II*), constructed of local sandstone, was designed by John Loughborough Pearson (1817 – 1897) and consecrated in 1886.



Lychgate, designed by R. Norman Shaw, erected 1900 by Margaret Ismay, in memory of her husband.



Thurstaston Hall (Grade II*) privately owned. U-shaped in plan, west range, built of sandstone, is the original medieval hall, dating from c. 1400s and one of very few medieval domestic buildings still surviving in Wirral.



Model Farm (Grade II), built for Hegan. Designed by Liverpool architect, W.H Gee.



Clock Tower, massive stable block, built 1892 for Ismay and designed by R. Norman Shaw

Further Information about the church and the history of the village can be found on the church website, www.thurstaston.org.uk.

The route continued from Thurstaston – Frankby, via

Walking: From the rear gate of Thurstaston Church continue up Church Lane, Church Farm is on your right. Turn left onto Telegraph Road. At the roundabout go across the roundabout, past The Cottage Loaf and turn right through the kissing gate, along the footpath past the school on the right. At the top of School Lane take the path through the kissing gate, past Benty Farm and continue straight on to Royden Park with car park café etc. from the main drive turn left for Hillbark House. This is now a hotel.

From the Car Park by the main building complex with the Wardens Office, the café and toilets behind you, set off to the crossroads about 75 metres away and look for the signpost and follow the path marked to Montgomery Hill and Frankby Mere. Follow the path along the edge of the woods to the road. A short detour off the path halfway along will take you to Frankby Mere. A stone dam and an island are all that remain of this Victorian mere built in the 1840s.

At the road, turn right and walk for about 50 metres and turn left into Birch Heys, then immediately right onto the permissive bridleway. On your right is Frankby cemetery and Frankby Hall which was the 19th century family home of Sir Thomas

Royden. When you reach the highest point on this path, look ahead and you should on a clear day be able to see the sea of Liverpool Bay.

At Frankby Road, turn right and walk into Frankby Village Conservation Area. Frankby Cemetery is on the right.

Cycling: From the rear gate for the Church continue up Church Lane, Church Farm is on your right. Turn left onto Telegraph Road.

At the roundabout turn right at onto Thurstaston Road, take 2nd left into Sandy Lane onto the bridleway. This is a rough terrain track to Mill Hill Road, (road cyclists should follow the driving route) at the end of the Sandy Lane Bridleway turn left and left again past the Mill pub into Hillbark Road. Enter Royden Park along the main drive to main car park and facilities with Hillbark House straight on. This is now a hotel. Exit out from Royden Park the way you entered & continue straight along Hill Bark Road and Frankby Cemetery is on your left.

Turn right onto Frankby Road the B5139 into Frankby Village Conservation Area.

Driving: From the rear gate for the Church continue up Church Lane, Church Farm is on your right. Turn left onto Telegraph Road, turn right at the roundabout onto Thurstaston Road, take 2nd left into Sandy Lane, 2nd left into Hillview Road, left into Mill Hill Road, left again at the roundabout past the Mill pub into Hillbark Road. Enter Royden Park on your left along the main drive to main car park and facilities with Hillbark House straight on. This is now a hotel.

Exit out from Royden Park the way you entered & continue straight along Hill Bark Road and the Frankby Cemetery is on your left. Turn right onto Frankby Road the B5139 into Frankby Conservation Area:

Royden Park, Heritage Asset 37:



Royden Park.

Named after the last of the Frankby Roydens, Sir Ernest Bland Royden. The park, which lies adjacent to Thurstaston Common, was acquired in 1961 by Hoylake

District Council and is now jointly owned by the National Trust and Wirral Borough Council.

Hillbark House, HeritageAsset 38:



Hillbark Hotel

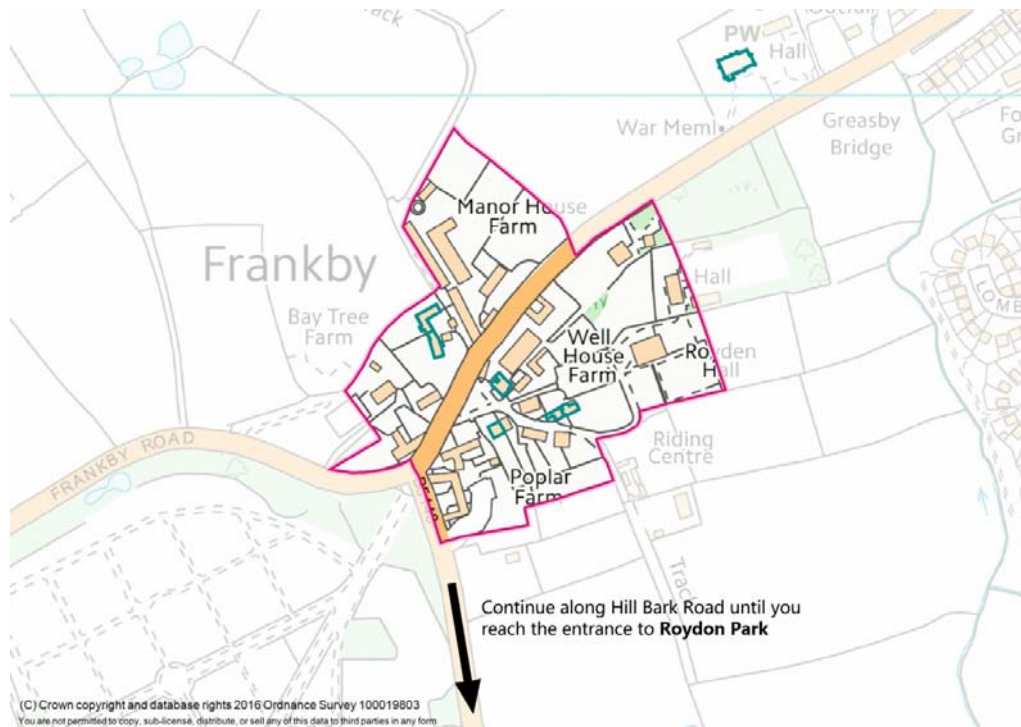
A large mock Tudor house, designed by the architect, Edward Ould, who was also responsible for houses in Port Sunlight originally standing in Vyner Road South and known then as Bidston Court, the house was built for the soap manufacturer Robert Hudson. In 1921 it was sold to Sir Ernest Royden and in 1928 was dismantled and moved to its present site, timber by timber, finally being completed in 1931. G. II*.

Frankby Cemetary, Heritage Asset 39:



Frankby Cemetery, formerly the grounds of Frankby Hall, a Gothic mansion, built in 1846-1847 for Thomas Royden, shipbuilder, and now housing the Cemetery chapels.

Frankby Village Conservation Area (1974)



Frankby Village Conservation Area was designated to preserve what still is a compact, rural village which, despite becoming an essentially residential community, still retains many of the historic features of its agricultural past. It focuses on the open area of Frankby Green and the roads and lanes that immediately surround it.

A map of Frankby, dated 1844, shows that little has changed since then. A few houses have been built and a number of agricultural buildings have been converted to residential use, but the rural setting of the settlement has survived, in part due to the continued agricultural use of the surrounding fields and to Wirral's Green Belt policy, both of which have kept the village isolated from the developing townships of Greasby and Newton. The fields act as a frame around the village and help maintain its agricultural character.

Frankby has links with several generations of the Royden family. Immediately abutting the Conservation Area is Frankby Cemetery, formerly the grounds of Frankby Hall, built 1846 -1847 for Thomas Royden, shipbuilder and now housing the Cemetery chapels.

Nearby Royden Park, named after the last of the Frankby Roydens, Sir Ernest Bland Royden, lies adjacent to Thurstaston Common and is now jointly owned by the National Trust and Wirral Council. It is a popular place for walkers, with 26 hectares

of mixed deciduous and coniferous woodlands, meadows, a fishing lake and a wetland mere.

Within the Park's grounds is 'Hillbark', a large Mock Tudor house, designed by the architect, Edward Ould. Originally standing in Vyner Road South and known as Bidston Court, the house was built for the soap manufacturer Robert Hudson. In 1921 it was sold to Sir Ernest Royden and in 1928 dismantled and moved to its present site, brick by brick, finally being completed in 1931. It now operates as a luxury hotel and conference centre.

Key buildings:

- The Church of St John the Divine (Grade II). Built 1861-2, by W. & J. Hay, stands just outside the Conservation Area. Dr Maud Royden (1876–1956), the well-known writer, preacher, suffragette and campaigner, is buried in the church yard,
- War Memorial, situated in the grounds of the church.
- Yew Tree Farm (Grade II)
- Old Post Office (Grade II)
- The Half Inn House (Grade II)
- 4 The Nook (one building, now divided into two residences) (Grade II)
- Well House Farm (Grade II)



Well House Farm is one of the two surviving farms. It is grade II listed, located north of the Frankby Green and has a datestone of 1730. Listed.



Ivy Cottage, The Nook.



The Old Post Office is a grade II listed building and was originally the village Post Office. It is situated on the south side of Frankby Green (the white house) and displays a datestone of 1740.Listed.



Frankby village green.



Yew Tree Farm. Listed.



Frankby Village Collage.

Frankby – Saughall Massie.

Walking: exit the cemetery and go straight over past Frankby Green, continue to the roundabout, turn left into Pool Lane, right into Mere Park Road which becomes Bromsgrove Road. Soon after Cirencester Ave, turn left onto the path & this continues through to footpath 1 across the fields to Saughall Massie by pass, turn right on the walk and cycle track and second left into Saughall Road.

Cycling: to continue to the roundabout, left into Pool Lane, left into Mere Park Road that becomes Bromsgrove Road, left into Hambledon Drive, right into The Scythes that becomes Summertrees Avenue, left into Wood Lane over the Arrowe Brook bridge into Girtrell Road and left onto Saughall Massie Road and by dismounting, crossing the road turn right into Saughall Road.

Driving: exit the cemetery and go straight over past Frankby Green, continue to the roundabout, turn left into Pool Lane, at the next roundabout turn right onto the Saughall Massie by pass and take 1st left into West Kirby Road and right into Saughall Road.

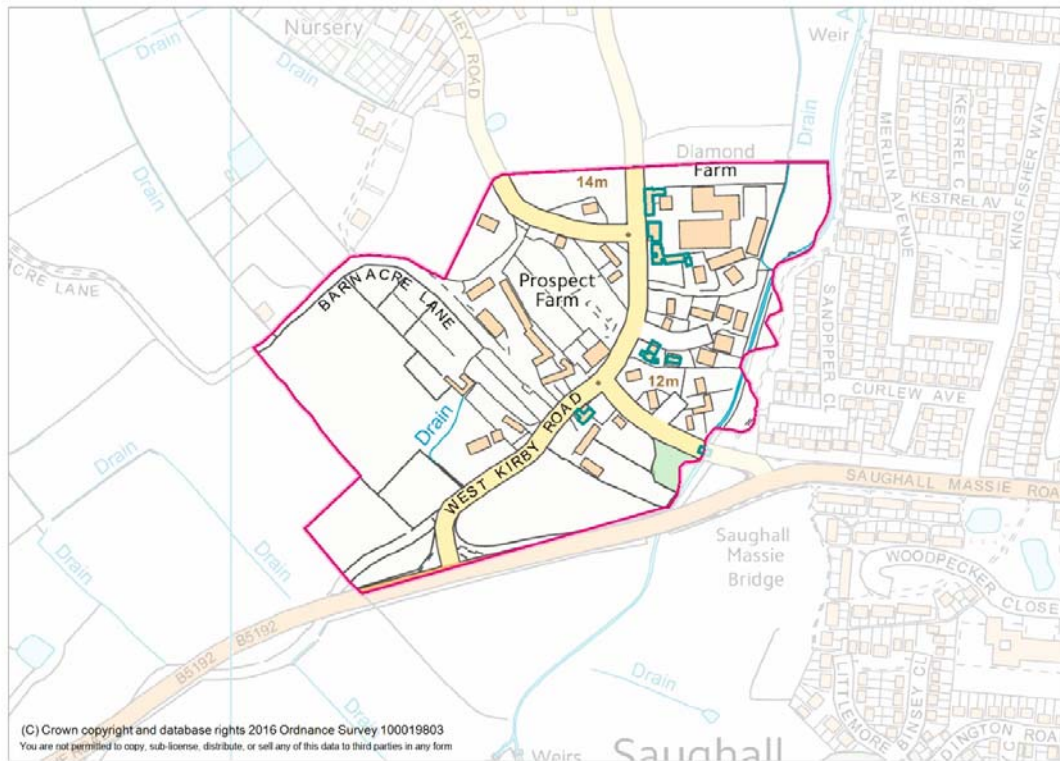
Heritage Site 40, Saughall Massie Bridge: this is in Saughall Road near the junction with Saughall Massie Road:



The contract was awarded to Thomas Brassey and his partner William Lawton, who constructed the bridge for £200. Thomas Brassey is widely regarded as perhaps the greatest civil engineering contractor of the 19th century, constructing railways and associated bridges and viaducts in Britain, Europe, Asia, North and South America, and Australia, along with the Victoria Docks, London.

Having looked at this Heritage site, walkers and cyclists can continue into Saughall Massie, but because Saughall Road is one way, drivers will have to turn right and right again back into Saughall Massie.

Saughall Massie Conservation Area (1974)



Saughall Massie Village Conservation Area was designated to conserve the historic village core and parts of the surrounding fields which continue to provide an appropriate rural setting for the village. The original settlement can be traced back to Norman times but most of the historic buildings which remain today date from the early to mid-17th century, with four surviving houses dating from this period with parts probably dating from much earlier.

Two working farms still operate from the village and while some buildings have been converted to other uses, the primarily agricultural character of the area has been retained. This is reinforced by the setting of the area, the character, scale, and form of the buildings themselves, and by other characteristic features such as stone walls, mature hedgerows and narrow roads and lanes. Overall the area still retains the character of a small rural village that has grown up over a number of centuries.

Key buildings:

- Prospect Farm and former outbuildings (17th century and earlier, stone and brick farm buildings)
- Poplar Farm and former outbuilding early 18th century (Grade II).
- Ivy Cottage, 17th century or earlier, thatched cottage. (Grade II)
- Diamond Farm and outbuildings, early 18th century, brick farmhouse and barn. (Grade II)
- The Elms, 17th century house, now rendered. (Grade II)
- Saughall Massie Bridge, early 19th century stone bridge. (Grade II)
- The Saughall public house – late 1800's.

While nothing is known of the architects of any of the houses, agricultural buildings or the pub, the Saughall Massie bridge, constructed in 1829, was the first contract undertaken by the famous railway and civil engineering contractor, Thomas Brassey (1805-1870).

With his partner, Brassey won the contract from the County of Chester to construct a road bridge over the Arrowe Brook, and a Watering Road adjacent to the Brook (for horses and cattle). Brassey is commemorated by a plaque on the bridge and by an information board beside the bridge, provided by the Saughall Massie Village Conservation Area Society.

See www.saughallmassie.org for further information



Poplar Farm farmhouse with the old bakery attached to the right. Listed



Ivy Cottage- 17th century and one of the earliest houses in the village. Listed

**Diamond Farm –
previously
there was a
third storey
which was
removed in
the fifties due
to damp in
the roof
timbers.
Listed.**





Prospect Farm; another of the earliest buildings in the village

5. Saughall Massie – Kings Gap – Meols - West Kirby:

Walking and Cycling: follow Saughall Massie Road through the village and exit left along Garden Hey Road, turn left at the end and immediate right onto Carr Lane, across the railway, left into Park Road, right into Bennetts Lane to Meols Parade and the sea front.

It is at this point that walkers and cyclists can turn right to Leasowe Lighthouse and the north east section of the overall trail.

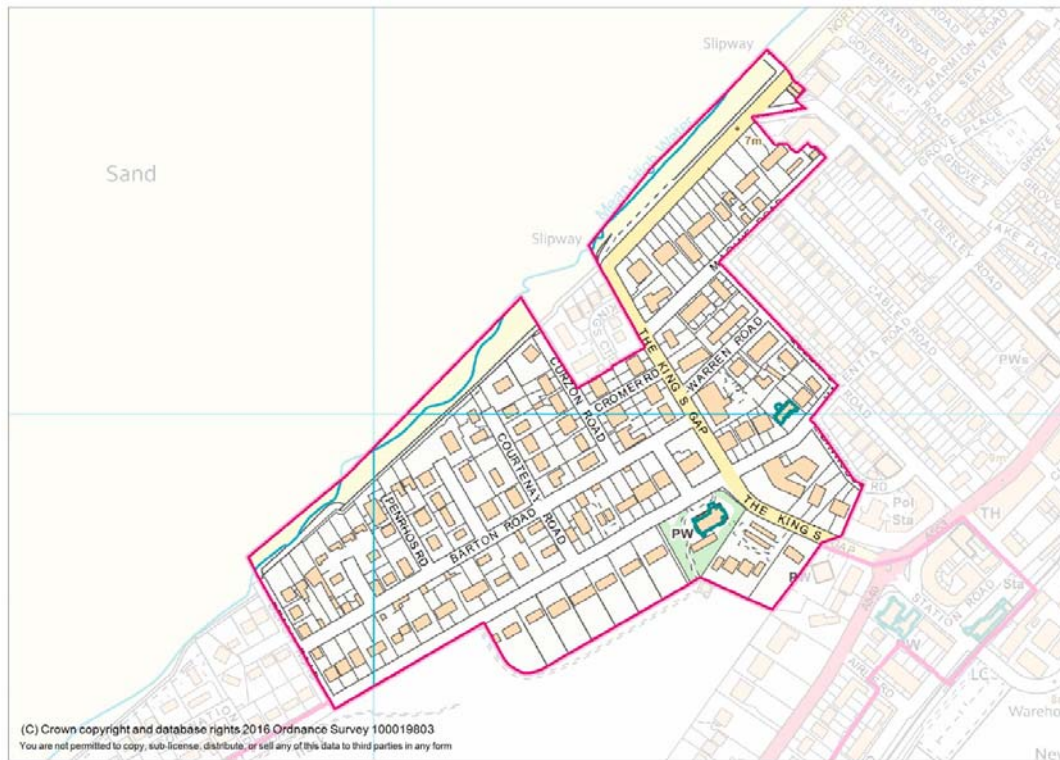
Turn left following the signs for the Wirral Circular Trail keeping the sea on the right, past the new Lifeboat Station and model boating lake. Continue along the promenade to King's Gap Conservation Area. Please note that from just before the Lifeboat Station the road is one-way in the opposite direction and according to the by-law, cyclists must not exceed 10mph on the promenade, not the road ! at King's Gap turn left.

Driving: follow Saughall Massie Road through the village and exit left along Garden Hey Road, turn left at the end into Birkenhead Road the A553.

It is at this point that drivers can turn right to Moreton Cross, turn left into Pasture Road to Leasowe Lighthouse and the north east section of the overall trail.

Follow this road through Hoylake to the roundabout, turn right for Kings Gap conservation area:

The Kings Gap, Hoylake, Conservation Area (2000)



The Kings Gap Conservation Area was designated to conserve the special architectural and historic features of this part of Hoylake, characterised by large 19th and early 20th century houses, built on large plots and lying between the Royal Liverpool Golf Course and the sea.

Hoylake's history goes back to its days as an anchorage for ships using the Port of Liverpool. The King's Gap gets its name from the departure from Hoylake of William of Orange in 1690 to fight the Battle of the Boyne.

In 1764 Liverpool Town Council built a pair of lighthouses in Hoylake. These were replaced in 1865 and the lower of the pair later demolished. The upper Lighthouse and Keeper's house still stands in Valentia Road.

In 1792, the growing popularity of sea bathing prompted the opening of the Royal Hotel (now demolished). Older still was the Green Lodge Hotel, still standing on the corner of Stanley Road. The opening of the railway (1866) and of the Mersey railway tunnel (1888), later electrified, brought more visitors and encouraged wealthy Liverpool business men to settle in the area. The promenade, known as North Parade, opened in 1899.



Lighthouse and adjoining Keeper's house, Valentia Road (listed)

Key buildings include:

- St Hildeburgh's Church (Grade II), completed 1899,
- Lighthouse and Keeper's house (Grade II)
- Former Lifeboat Station, built 1899, (A lifeboat was stationed at Hoylake from 1803),
- A large house, now part of the Holiday Inn Express Hotel,
- 4 Stanley Road, once a pair of cottages,
- 32 – 32A Stanley Road.



St.Hildeburgh's Church 1899 (listed)

The author, 'Helen Forester', born June Huband, in Hoylake, stayed with her grandmother in Warren Road.



4 Stanley Road



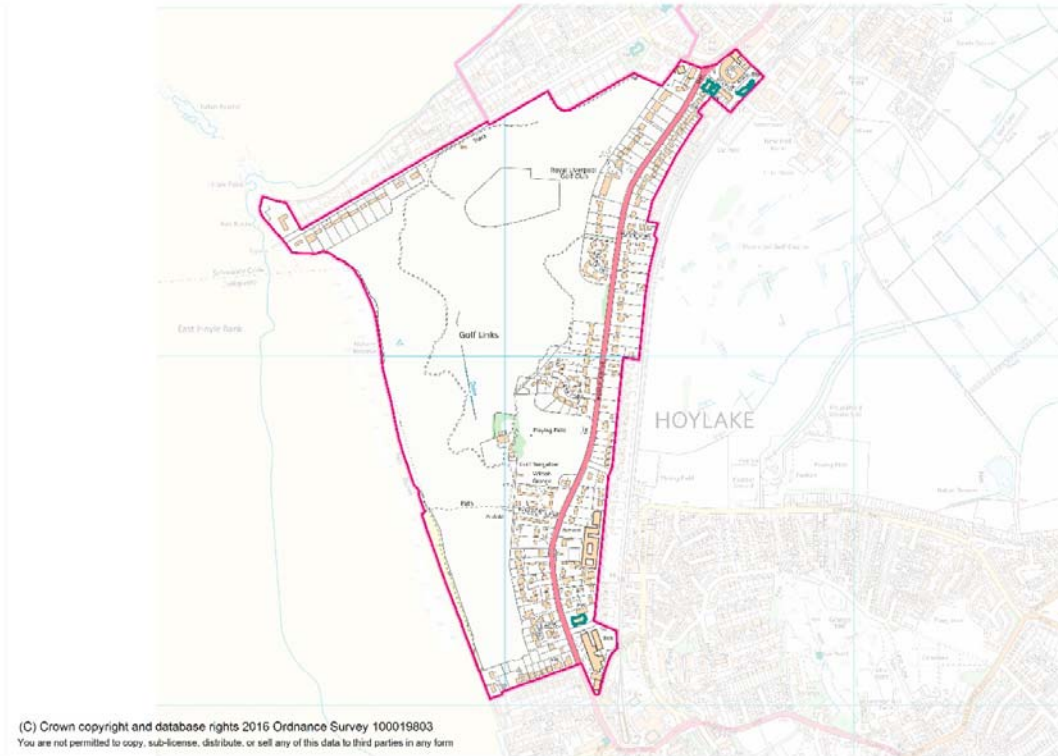
32-32a Stanley Road

For more information, visit: www.hoylakeconservationarea

Kings Gap – Meols Drive:

Walking, Cycling and Driving: At the roundabout turn right along Meols Drive towards West Kirby into the Meols Drive Conservation Area:

Meols Drive Conservation Area (2004)



The Meols Drive Conservation Area was designated to conserve the architectural quality and the spacious tree lined character of the setting of the Royal Liverpool Golf Course. In particular, it aimed to preserve the unique collection of late Victorian and Edwardian public and domestic buildings found along the Drive. (The Conservation Area abuts on and is an extension of the pre-existing King's Gap Conservation Area, fulfilling many of the same functions, in particular protecting the setting of the Golf Course and the course itself.)

Prior to the coming of the railway in 1866, most of the area now crossed by the Drive consisted of sand dunes. The 'drive' itself was simply the route linking the twin settlements of Hoylake and West Kirby. As with Hoylake, the arrival of the railway brought growth. In 1878 it was extended from Hoylake to West Kirby, improving transport links to Liverpool and encouraging prosperous cotton brokers and the like to move to the Drive. The proximity of the sea and the adjacent golf course (established 1869) were added attractions. Many of their substantial properties still line the Drive and adjacent roads. Set in large plots, with mature trees, they and their gardens contribute to the open character of the area.

The main phase of development ended with WWI, but more properties, still of a substantial nature, appeared between the wars. Recently many of the larger properties have been demolished, with houses or flats being built in their gardens.

Despite this the Conservation Area still retains its character as a prosperous late Victorian and Edwardian suburb.



Early 20th century villas on Meols Drive

Key buildings include :

- West Kirby Children's Convalescent Home, now the Residential School (1886).
- West Kirby Presbyterian Church (now URC) (1900)
- Royal Liverpool Golf Club clubhouse (1895)
- Former District Council Offices (1898) in Market Street.
- St Andrew's Church (Grade II), begun 1889 – 91, designed by Chester architects, Douglas and Fordham, completed 1907-9, by Douglas and Minshull.
- Former Congregational Church (Grade II), built 1905-6, by Douglas and Minshull.
- Former North and South Wales Bank, in the Hoylake Quadrant, (1900).
- West Kirby Girls High School (now the Grammar School), Graham Road (1912)
- Hoylake Station (Grade II), 1930s, art-deco in style, built to replace an earlier station.
- Former Post Office, 1930s, bears the initials of George V.



St. Andrews Church completed 1907-9



**West Kirby Girls High School (now the Grammar School), Graham Road
(1912)**



Hoylake Station (Grade II), 1930s, art-deco in style, built to replace an earlier station.



Royal Liverpool Golf Club clubhouse (1895)

For more information, visit www.hoylakeconservationarea.com

Walkers, cyclists and drivers can turn right (straight over for the Hoylake Railway station and return) at the roundabout and walk, ride or drive along Meols Drive to West Kirby. At Riversdale Road you can turn right to the sea front.

In front of Morrison's car park, the information board at this location gives details of suitable times to walk to Hilbre Island. There is the Sailing Club and Marine Lake to enjoy or turn left into Dee Lane passing Morrison's on the right and the end of Dee Lane turn right into Grange Rd, West Kirby railway station is on your left.

OR walkers and cyclists can continue straight on at the roundabout from King's Gap straight over the level crossing next to **Hoylake Station** and take the turn immediately right onto the walk and cycle track that runs adjacent to the railway.

At the end of this cycle track turn left into Greenbank Rd, then immediately

right into Jubilee Drive and then fork right into Brighton Avenue. Follow the paths between the houses until they exit onto the open grassed area and then turn right and left into Orrysdale Rd. Follow this road past the petrol station on the

left and West Kirby Concourse on the right. Opposite the start of the

Wirral Way at the end of Orrysdale Rd, turn right and West Kirby Railway Station is on the right.

Total distance is about 14 miles with additional sections.

RT draft 5, 7th Nov 2017.