

# BURSCOUGH BRIDGE STATION HOUSE

BURSCOUGH, west Lancashire



Historic Building record

GARRY MILLER  
*Heritage Consultancy*

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## HISTORIC BUILDING RECORD

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## 1: k e y d a t a

**Heritage asset:** Burscough Bridge Station House

**Location:** Red Cat Lane, Burscough Bridge, Burscough, West Lancashire

**NGR:** SD 44443 12423

**Designation:** Grade II listed

**Date:** circa 1855

**Development:** conversion to nursery

## 2: executive summary

The subject of this report is the former station house at Burscough Bridge, Burscough, one of the communities within the borough of West Lancashire. The station house is listed at Grade II. It closed to the travelling public in 2005 and was subsequently converted to residential use but thereafter vacant for some time.

West Lancashire Borough Council has approved the conversion of the building from a dwelling to a nursery (2021/1507/LBC). A condition of consent is that a programme of historic building recording is to be carried out prior to development commencing. Garry Miller Heritage Consultancy has been appointed by the applicant to undertake the recording, the results of which are presented in this report,.

The station was built around 1855 by the Manchester and Southport Railway Company, which in 1885 became part of the Lancashire and Yorkshire Railway. The Tudor styling of the building, with its pointed-arched doorways, gables and transomed windows, is typical of stations on this line. The interior however was greatly altered as a result of the previous residential conversion, with few original features remaining.

The Grade II designation of the former station house denotes it is a building of national importance for its special architectural and historic interest. Its heritage significance derives essentially from this intrinsic special interest. However, owing to the extensive alteration of the interior, this significance is now primarily embodied in its exterior form, features and streetscene presence. The significance of the station house is further enhanced by its trackside setting and by its group value with other contemporary railway buildings along this line.

### 3: THE SITE

The former station house at Burscough Bridge is located just north of the village centre of Burscough in the borough of West Lancashire. The station serves the Wigan to Southport railway line and stands on the north (Wigan-bound) side of the track, adjoining the bridge carrying the A59 Liverpool Road North. The station closed to the public in 2005 with the building of an Interchange on the opposite side of the track, which provided a bus link with Burscough Junction Station, around a mile distant. The station was then converted to residential use but thereafter became vacant. The Interchange subsequently closed in 2016 owing to financial cutbacks.



*Map 1. Location of the station house (Historic England mapping)*



1. The station house: view from the opposite side of the track



2. The station house and the now-closed Interchange, looking north (pictured 2019)

## 4: BACKGROUND to this rep

### 4.1 Designation

The station house is listed at Grade II, having been first designated in 1993.

### 4.2 Consented development

West Lancashire Borough Council has granted Listed Building Consent for conversion of the building from a dwelling to a nursery (2021/1507/LBC).

### 4.3 Recording condition

Condition 6 of consent requires a record of the building to be made prior to development commencing, to Historic England Level 2. The wording of the condition reads:

*The recording shall include existing floor plans, including a photographic record of the building, including walls, existing openings, fireplaces, etc, showing the locations of the recorded features to be marked on floor plan drawings attached as part of the document to be submitted for approval and records.*

It needs to be noted that this report has been produced in accordance with the condition as far as possible, given that the interior had already been greatly altered during its previous conversion to residential use, and also that further internal works had begun prior to the current LBC being awarded, which the local planning authority were aware of. The building had been fully converted to its nursery use within at the time of the recording, and consequently the survey of the interior was limited as it is now almost entirely of a contemporary appearance. However this report incorporates images taken in 2019 for a heritage assessment produced by Garry Miller Heritage Consultancy in support of an earlier scheme for conversion to office accommodation, which shows parts of the interior as they existed at that time. The 2019 images are indicated as such in the relevant captions.

### 4.4 Scope of the work

The report comprises:



- a. Exterior survey and photography.** This was undertaken using a Canon EOS1200D digital camera shooting images, with survey drawings by the applicant's agent have been adapted to show the image viewpoints.
- b. Historical research.** A rapid map regression exercise using available Ordnance Survey editions was undertaken to establish the development of the site, and readily-available historical sources also consulted.
- c. Significance assessment.** A brief summary of the building's heritage significance is given at the end of the report.

## 5: HISTORICAL CONTEXT

The station house was built around 1855 by the Manchester and Southport Railway Company on their new line from Wigan to Southport. It opened on April 9, 1855 and was one of six stations on the line. In 1885 the company became part of the Lancashire and Yorkshire Railway, and amalgamated with the London and North Western Railway in 1922 before becoming part of the London Midland and Scottish Railway the following year. As noted above, the station closed to the travelling public in 2005.



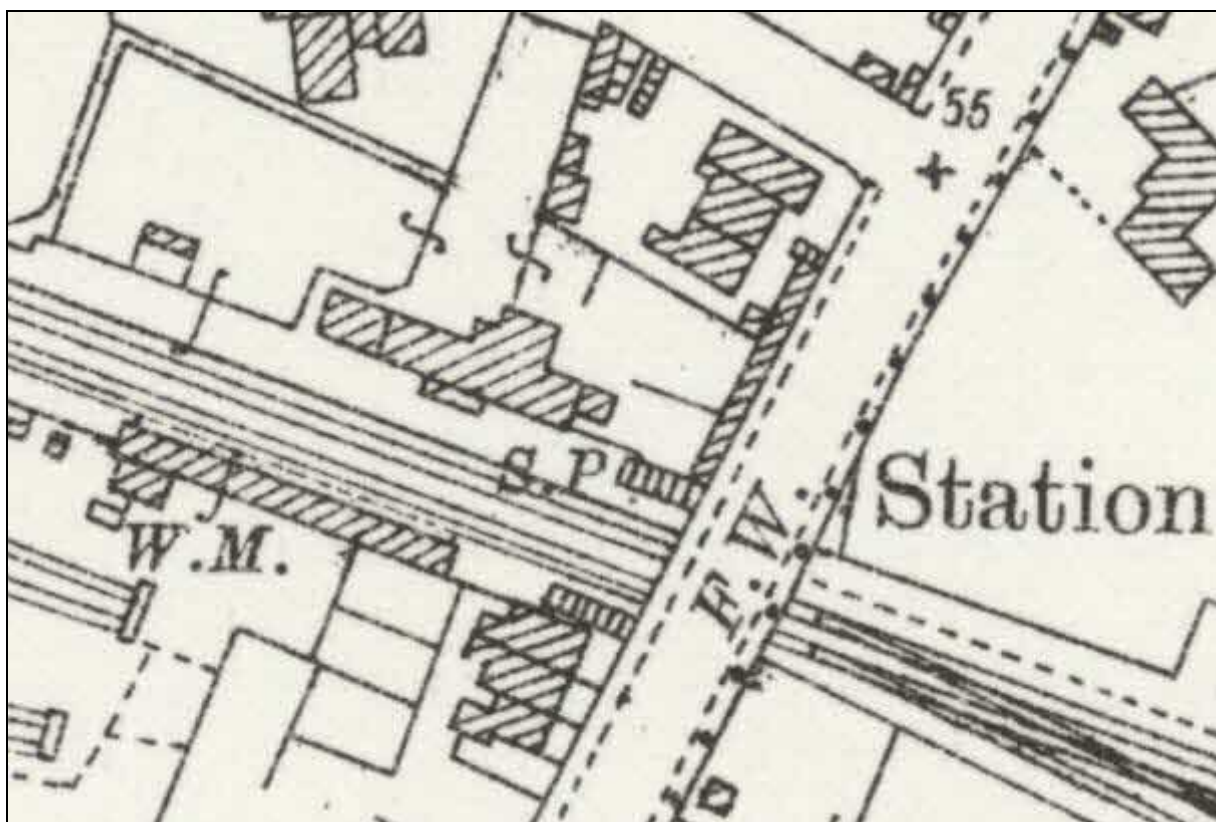
*3. The station house, viewed from the Liverpool Road North bridge circa 1964*



*4. Probably 1950s view from the opposite platform*



*Map 2. The station as depicted by the 25-inch OS mapping of 1892*



*Map 3. The edition of 1928 shows no change in the footprint of the building*

## 6: Description of the list

### 6.1 List description

The National Heritage List for England description of the station, compiled at the time of designation in 1993, reads:

*Railway station booking hall, offices, etc. c.1855-60, altered. For the Southport and Manchester Railway Company. Snecked rock-faced sandstone, slate roofs on 2 levels. Cruciform plan formed by 2-storey range at right-angles to the track with one-storey side wings. Elizabethan style. One and 2 storeys. The facade to the track has a symmetrical 3-unit main range consisting of a projecting 2-storey gabled centre which has a 5-sided bay window with mullion-and-transom windows, a cross-window at 1st floor with quoined surround and hoodmould, and a Tudor-arched doorway in each side; and single-storey side wings with rectangular bay windows. Steeply-pitched roofs with coped gables, a ridge chimney to the centre and gable chimneys to the wings. Continued at the left end is a set-back and slightly lower extension with a Tudor-arched doorway to the left and a 6-light transomed window. Continued to the right is a flat-roofed extension in similar style, with a Tudor-arched doorway. The north entrance front has a 2-storey gabled porch to the projected centre, offset left, with a Tudor arched doorway and a cross-window above; and, attached to the left, a projecting single-storey gabled wing also with cross-windows.*

### 6.2 Further analysis: exterior

The design of the station house was typical of the line, in a Tudor Revival style with pointed-arched doorways, gables and transomed windows. The same approach can be seen nearby on other stations such as Gathurst and on several crossing keepers' lodges at Lathom and Parbold. The building consists of a main two- and single-storey range and in terms of its details, the list description above is comprehensive and self-explanatory. Additional points to note are that the flat-roof extension referred to at the east end of the building is actually contemporary with the main building and appears to have been an enclosed L-shaped yard for use by station staff, wrapping around a small office (probably that of the station master) and containing an entrance at the rear. In the end wall of the westernmost single-storey element are three small windows which suggest this may have been lavatories originally. Finally, the porch on the rear elevation has a curious vernacular appearance which is reminiscent of porches on a number of high-status 17<sup>th</sup> century farmhouses in the wider locality.





*5. The Tudor Revival style is typical of stations on the Wigan-Southport line*



*6. View of the station house from the bridge*





*7. Westernmost element of the building: three windows in end wall suggest lavatories inside*



*8. Shallow bay window and Tudor doorway in adjoining section*





*9. Bay window to presumed main waiting room*



*10. Shallow bay at the east end of the front elevation*





*11. View from bridge of enclosed yard and office at east end (2019)*



*12. View from east showing end wall of enclosed yard*





*13. Interior of the enclosed yard (2019)*



*14. Staff entrance adjoining small office at the east end*



*15. The passenger entrance in the rear porch, which has a curious vernacular appearance*



*16. Mid-20<sup>th</sup> century stained glass panels on porch door (2019)*





*17. Single-storey wing at the east side of the rear porch*



*18. Despite the staggered roofline the elements west of the porch are of the same building date*

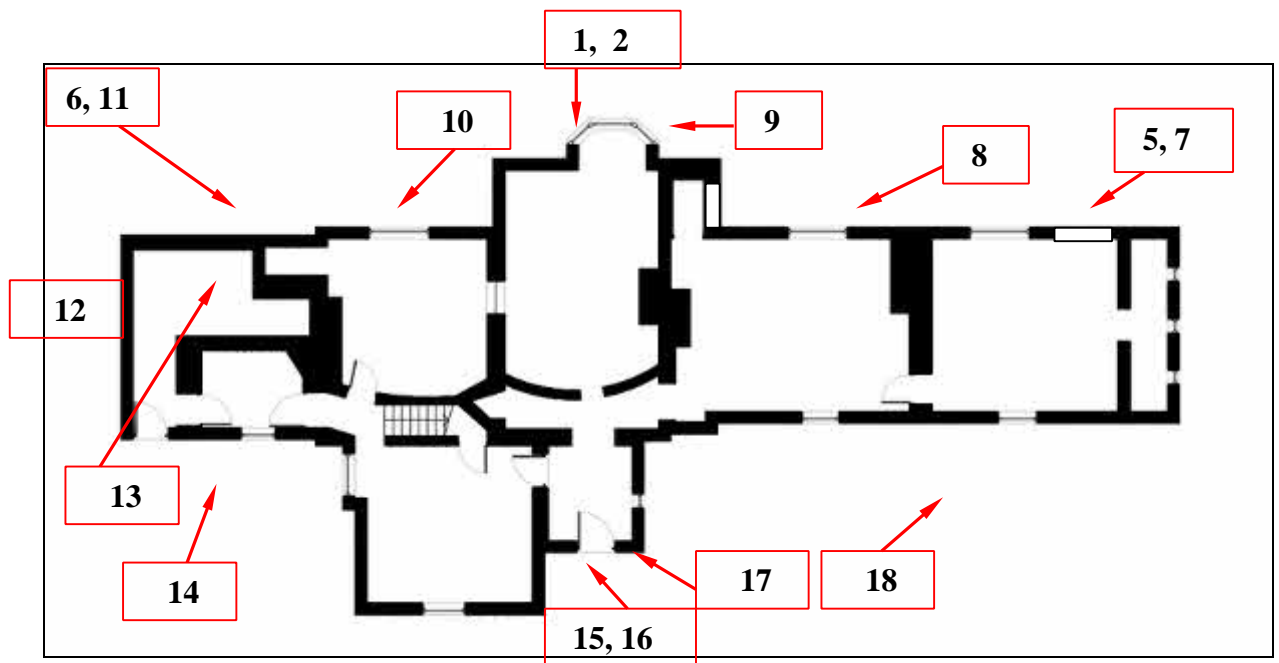


Figure 1. External image viewpoints

### 6.3 Interior

- a. **Functions.** Owing to alteration, the original functions of the internal spaces are not entirely clear, but their likely use of those on the ground floor is shown in the graphic below. Waiting rooms were in the centre and west end of the building, while staff quarters were at the east. The limited accommodation on the first floor was probably living quarters of the station master.

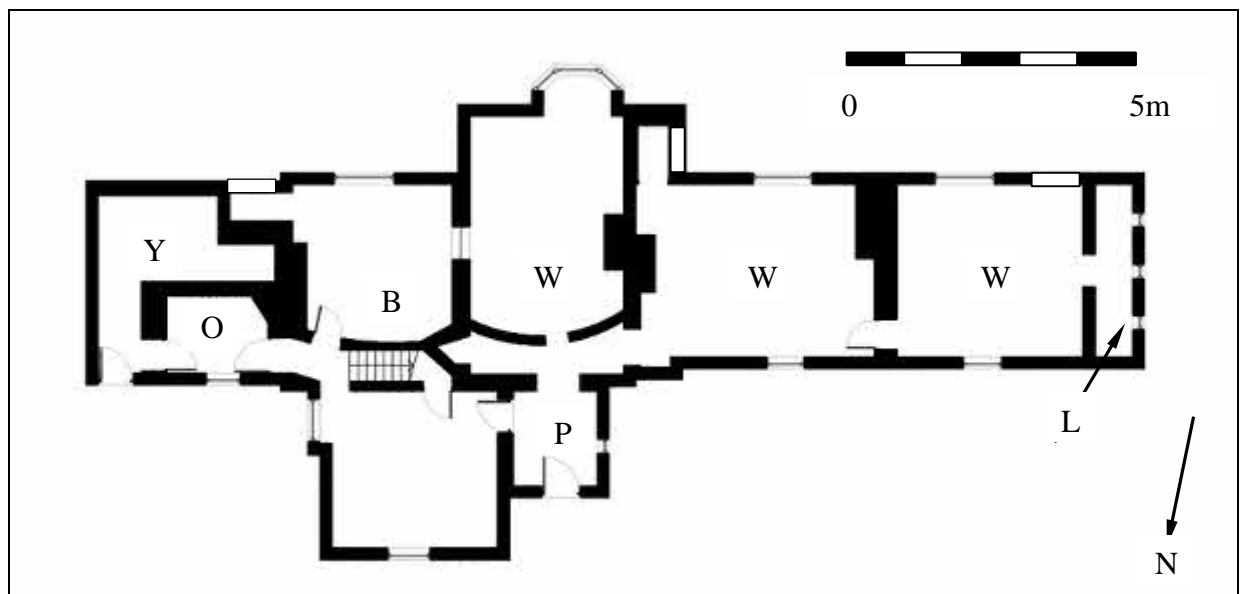


Figure 2. Plan of the building in 2019, with possible original functions of some of the spaces suggested. B = booking office, W = waiting room, O = office, P = porch, L= lavatories, Y = yard

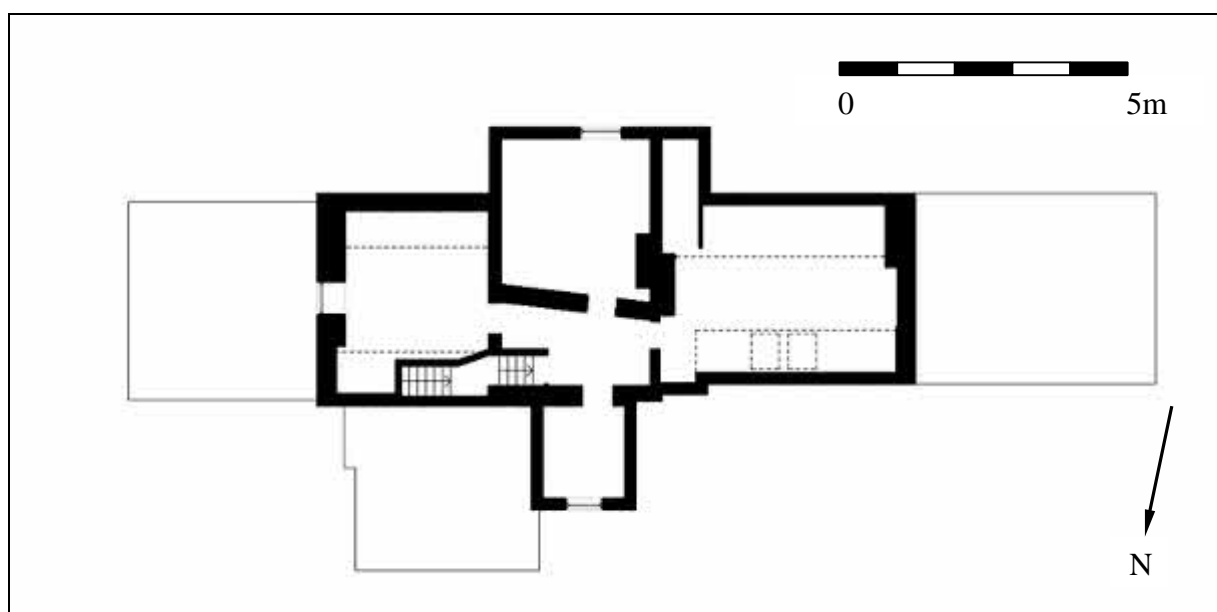


Figure 3. First floor plan

- b. Features.** As noted above, the internal survey took place after conversion works had been completed. Previously however there was little of any historic note to be seen, as the 2019 heritage assessment described the interior as follows:

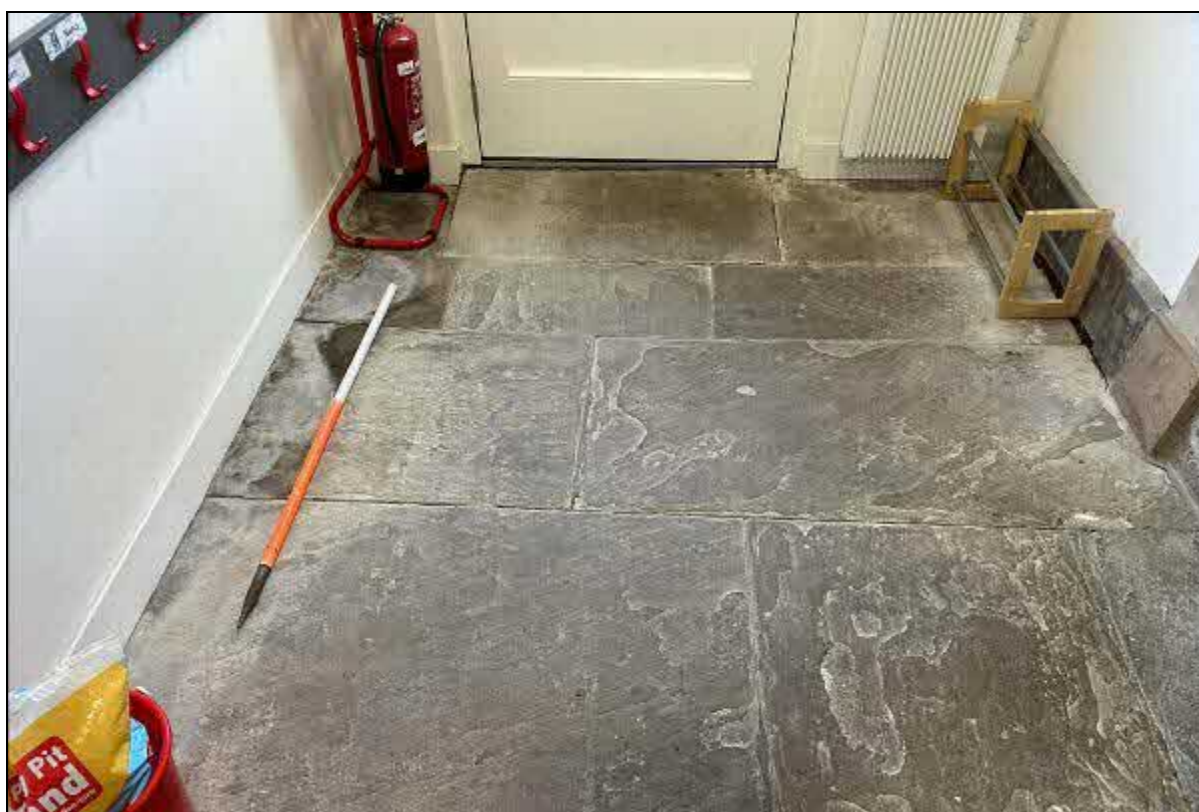
*There is little of note; virtually all historic features appear to have been removed at the time of conversion to apartments. The building therefore consists of a series of interconnected spaces whose character is residential rather than the original station use. The original room divisions appear to remain however. The only other features of any note are chimneybreasts in the principal rooms, all lacking grates. On the ground floor is a stained glass internal window, which was probably the hatch to the booking office; its glazing appears modern. The first floor, accessed via a narrow staircase at the rear, was probably the living accommodation for the station master.*

The interior has been subject to further alteration as a result of opening up and subdivision to convert it to its present use. The images which follow are mostly taken from the 2019 report along with a selection which show the present appearance of the interior.





*19. Present-day view of lobby in rear porch showing Tudor doorway*



*20. Flag floor in the lobby*



*21. Central room with bay window and fireplace was probably a waiting room (2019)*



*22. Stained glass window in former waiting room was probably hatch to booking office (2019)*



*23. Likely further waiting room on the west side (2019)*



*24. General view of ground floor as it now appears*





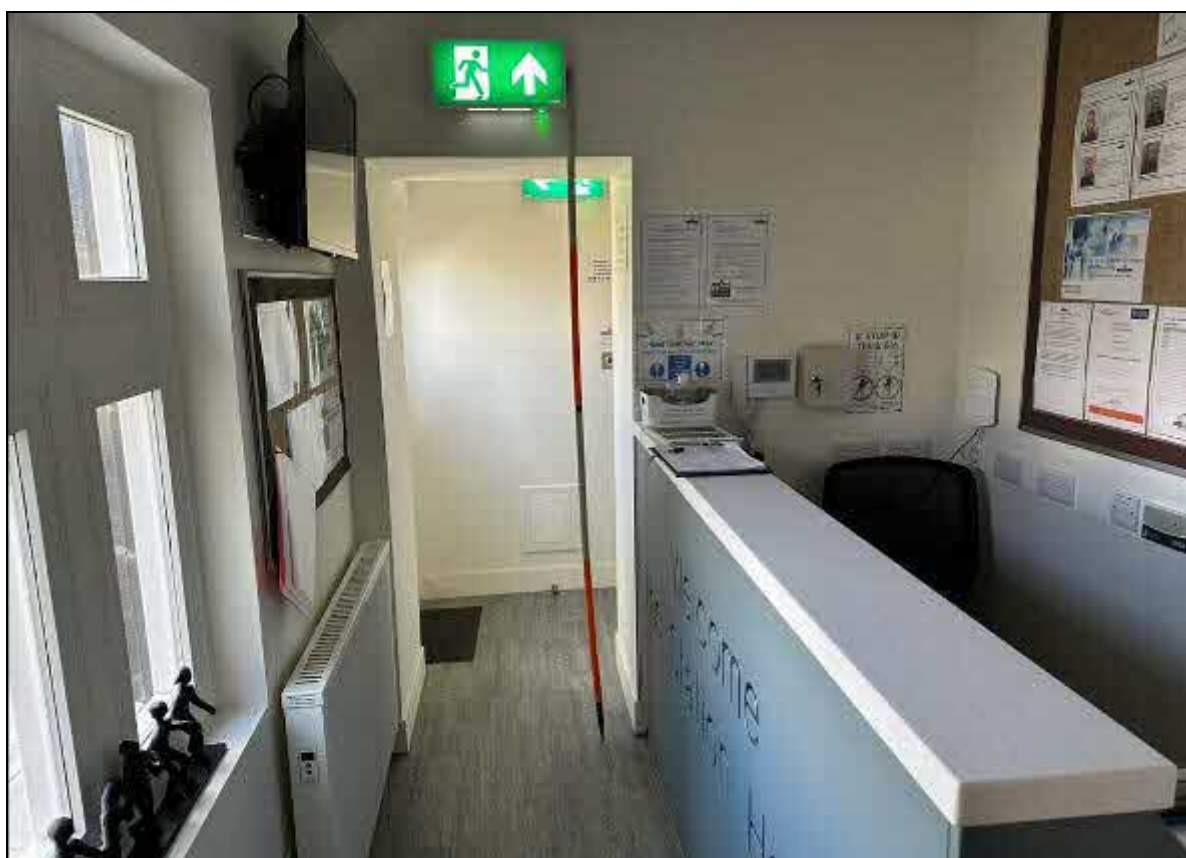
*25. Modern kitchen in gabled wing at the rear of the building (2019)*



*26. What may have been the booking office (2019); door led to further door to platform*



*27. Furthest room at east end, with possible original lavatories area beyond*



*28. Small office and porch beyond at east end*



*29. First floor landing area (2019)*



*30. Staircase, in original position between solid walls, as it now appears*





*31. Loft over possible second waiting room (2019)*



*32. Same room as it now appears*

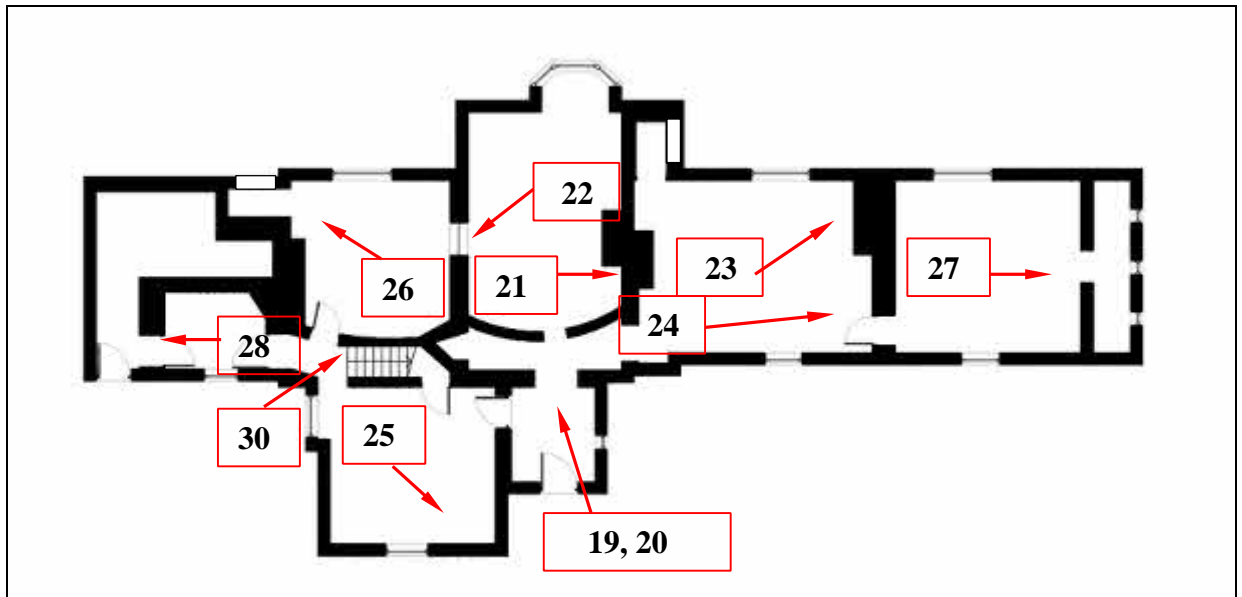


Figure 4. Interior images, ground floor

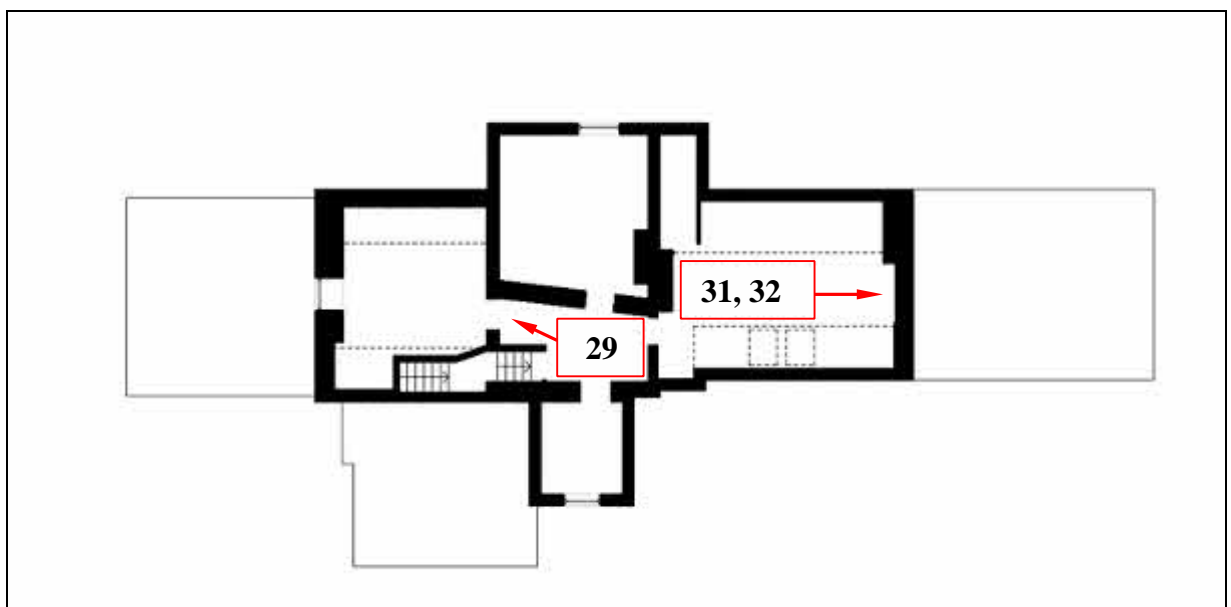


Figure 5. Interior images, first floor

## 7: summary OF SIGNIFICANCE

The significance of the listed building was described in the original 2019 heritage assessment as follows:

*The Grade II designation of the former station house denotes it is a building of national importance for its special architectural and historic interest. Its heritage significance derives essentially from this intrinsic special interest, which is that of a station building of circa 1855 built by the Manchester and Southport Railway Company in the Tudor styling that is typical of the line. Owing to the extensive alteration of the interior during its conversion to apartments, this significance is now primarily embodied in its exterior form, features and presence. The present room layout, which appears original, is the principal interior attribute. The intrinsic significance of the listed building is further enhanced by its trackside setting and by its group value with other contemporary railway buildings along this line.*