

Case Name: Great Malvern Station covered pedestrian walkway and goods entrance tunnel

Case Number: 1426980

Background

Historic England have been asked to assess the two tunnels at Great Malvern Railway Station which connect to Malvern St James' Girls School, to provide greater clarity in the case of any future planning or development discussions which might affect the site.

The southern end of the pedestrian walkway is formed by a passageway under the road bridge which crosses Avenue Road. The bridge is statutorily listed at Grade II (List Entry No. 1082823).

Asset(s) under Assessment

Facts about the asset(s) can be found in the Annex(es) to this report.

Annex	List Entry Number	Name	Heritage Category	HE Recommendation
1	1427007	Great Malvern Station covered pedestrian walkway and goods entrance tunnel	Listing	Add to List

Visits

Date	Visit Type
27 May 2015	Full inspection

Context

Both the Goods Entrance and the Pedestrian Walkway are attached to the former Imperial Hotel (Malvern Girls College, Grade II) and the Pedestrian Walkway is also attached to the bridge (Railway Bridge to Great Malvern Station, Grade II) carrying Avenue Bridge over the station cutting at its southern end.

Due to perceived problems in ascribing curtilage value to the tunnels, the Designation Department of Historic England has been asked to assess them for possible designation in their own right so as to provide greater clarity about the special interest of these structures in the event of their inclusion in any future planning discussions.

Assessment

CONSULTATION

Our consultation report was issued on 28 May 2015 and sent to the applicant, the local planning authority, the local HER officer and the Historic England regional office and Network Rail. We received three responses, for which we are grateful. One from Network Rail supplied us with details of source documentation. Another from the applicant raised several points of detail and one from the Historic England regional office also supplied further source material.

DISCUSSION

The Revised Principles of Selection for Listing Buildings (DCMS, March 2010) state that buildings of pre-1700 date that contain a significant proportion of their original fabric are listed. Also, that most buildings of pre-1840 date are listed. After 1840, because of the greatly increased number of buildings erected and the much larger numbers that have survived, progressively greater selection is necessary. This advice is amplified by

the Historic England Selection Guide for Transport Buildings (April 2011) which counsels that increasingly rigorous selection is required for buildings after about 1860 in view of the quantity and standardised nature of the designs which survive. Amongst the factors to bear in mind are the degree of replacement of original materials. Rarity of the building type is also a consideration, as is group value.

The Pedestrian Walkway at Great Malvern is a type of structure of which few examples appear to have been built. Although sloping walkways which allow a shallow gradient for passengers and their luggage are a relatively frequent type of railway structure, the exact form of the example at Great Malvern, with an arched roof of corrugated metal and decorative, cast-metal windows to the sides and cresting to the top is a distinct and rare survival. Malvern was a fashionable spa resort in the mid-C19, with several bath houses and pump rooms, as well as doctors specialising in the water therapies which made a feature of the extreme purity of the local spring water. The Imperial Hotel, with its large spa bath house, appears to have catered for this market. By 1850 Kelly's Directory could claim that 'Hydrotherapy has taken possession of Malvern and peopled its houses'. The railway arrived in 1859-60 and the population grew between 1841 and 1871 from 2,768 to 7,600. The walkway would have been the introduction to the hotel for many of its residents who arrived by train, and its form, with a portal at the bridge end and decoratively cusped windows along the sides seems to have been designed to give the utilitarian structure an element of architectural interest. Both the walkway and the goods tunnel have undergone few changes and almost all of their original structure is still in situ, including the rails within the tunnel. The fact that they have been little used by either the school or the railway since the 1960s has meant that they have undergone little alteration. Amongst the few changes are the loss of some of the cast metal cresting that forms a decoration to the length of the walkway roof, and the fact that certain of the window openings to the side have been boarded or bricked up, but the structure remains in largely original condition.

The walkway was clearly intended to be part of a unified structure which extended from the eastern platform of Great Malvern Station, under the road bridge and up the slope along side the railway to join with the hotel. A flight of steps and a luggage lift in the hotel at the north-eastern end of the walkway, show that it was incorporated into the planning by the hotel architect EW Elmslie, even if he did not design the structure. At the southern end, the road bridge, which was apparently also designed by Elmslie, was also specifically designed to incorporate the gated entrance portal and first few yards of the walkway. Station, bridge and hotel all form a cogent grouping to which the walkway belongs. The Goods entrance is joined to the walkway by the retaining wall which runs alongside the railway tracks and also forms part of the group.

The walkway and the goods tunnel combine to give a clear indication of the functioning of this former spa hotel and the considerable comfort that hotel guests enjoyed while they were staying there. The relative fragility of the structure of the walkway cover also makes its survival noteworthy.

In recommending the extent of designation, we have considered whether powers of exclusion under s.1 (5) of the 1990 Act are appropriate, and consider that they are not, which is clear in the proposed List entry.

CONCLUSION

After examining all the records and other relevant information and having carefully considered the architectural and historic interest of this case, the criteria for listing are fulfilled. The Covered Pedestrian Walkway and Goods Entrance at Great Malvern Station are recommended for statutory designation at Grade II.

REASONS FOR DESIGNATION DECISION

The Covered Pedestrian Walkway and the Goods Entrance Tunnel at Great Malvern Station are recommended for statutory designation at Grade II for the following principal reasons:

- * Intact survival: both the tunnel and walkway have undergone few changes and retain a high degree of their original appearance and structure;
- * Group value: the walkway and tunnel form an inter-connected grouping of transport and hotel buildings which include Malvern St James' Girls School (Grade II), the Railway Bridge to Great Malvern Station (Grade II) and Great Malvern Station (Grade II);
- * Social interest: both the tunnel and walkway give a clear indication of the functioning of a luxurious spa hotel in the mid-C19;
- * Disability interest: the gently-sloping walkway is an early example of a structure which was specifically designed to help those who were infirm and in need of help in gaining access to a building;
- * Rarity: the walkway, with its arched roof of corrugated iron and decorative window frames and cresting of cast metal is a rare survival of a mid-C19 building.

Countersigning comments:

Agreed. The covered pedestrian walkway and goods entrance tunnel are rare examples of thoughtfully designed walkways connecting a railway station with the principal hotel which served its passengers. The elaboration of the tunnel and its decorative treatment reflect the importance of Malvern as a smart C19 spa destination. Additionally, the walkways have strong group value with the hotel and the station, both of which are listed. It fully merits listing at Grade II.

Deborah Williams

25th June 2015

Annex 1**List Entry****List Entry Summary**

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: Great Malvern Station covered pedestrian walkway and goods entrance tunnel

List Entry Number: 1427007

Location

Great Malvern Station, Avenue Road, Malvern, Worcs,

The building may lie within the boundary of more than one authority.

County	District	District Type	Parish
Worcestershire	Malvern Hills	District Authority	Malvern

National Park: Not applicable to this List entry.

Grade: II

Date first listed:

Date of most recent amendment:

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: Not applicable to this List entry.

Legacy Number: Not applicable to this List entry.

Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List Entry Description**Summary of Building**

Two tunnels, dating from c.1863 and perhaps designed by EW Elmslie, forming a pedestrian approach and a goods entrance to the former Great Malvern Hotel (now Malvern St James' School).

Reasons for Designation

The Covered Pedestrian Walkway and the Goods Entrance Tunnel at Great Malvern Station are listed at Grade II for the following principal reasons:

- * Intact survival: both the tunnel and walkway have undergone few changes and retain a high degree of their original appearance and structure;
- * Group value: the walkway and tunnel form an inter-connected grouping of transport and hotel buildings which include Malvern St James' Girls School (Grade II), the Railway Bridge to Great Malvern Station (Grade II) and Great Malvern Station (Grade II);
- * Social interest: both the tunnel and walkway give a clear indication of the functioning of a luxurious spa hotel in the mid-C19;
- * Disability interest: the gently-sloping walkway is an early example of a structure which was specifically designed to help those who were infirm and in need of help in gaining access to a building;
- * Rarity: the walkway, with its arched roof of corrugated iron and decorative window frames and cresting of cast metal is a rare survival of a mid-C19 building.

History

The Worcester and Hereford Railway Act was passed in 1853 and led to a series of buildings at Great Malvern connected with the railway. The station was opened in 1860, and so was the bridge carrying Avenue Road over the line, and the Great Malvern Hotel, a spa hotel, which was built to the east of the line. Both the station and hotel were designed by EW Elmslie and the bridge may well also have been to his designs. The passenger tunnel was referred to in a 'Private agreement' made in July 1863 between the Great Malvern Hotel and the West Midland Railway Company. However, this would appear to have been drawn up after the walkway was built, as an article in the Worcester Chronicle of June 1862 and titled 'The Imperial Hotel, Great Malvern' (see SOURCES) states 'On alighting from the railway carriage at the station the intending visitor will be directed to a covered way leading from the platform to the hotel. Unpleasant exposure to wind, rain, or other inclemency of weather will thus be prevented.' The structure appears from early photographs to have been originally painted in the livery of the West Midland Railway Company. Title passed when the hotel became a school. The tunnel is no longer used and is now blocked with a wall of cinder blocks at its north-eastern end.

The goods tunnel and entrance to the north appears to have been built at the same time as the pedestrian tunnel. It is also blocked with a wall of cinder blocks at its eastern end and is not now used. Although the agreement to build the tunnel dates from 1863, it is apparent from the construction of the road bridge and the basement level of the hotel, that a form of direct entrance from the station to the hotel was planned from the start.

A clause in the private agreement of 1863 refers to the private siding for the delivery of coke to feed the boilers of the hotel. It is believed that the entrance was also used for the delivery of other goods associated with running the hotel, including saline solution, brought from Droitwich Spa, to provide salt water baths.

Details

Two tunnels dating from c.1863 and perhaps designed by EW Elmslie, forming a pedestrian approach and a goods entrance to the former Imperial Hotel (now Malvern St James' School).

MATERIALS: walling of ashlar and rubble stone and red and blue bricks and roofing of corrugated iron sheeting.

PLAN: the pedestrian walkway forms part of the road bridge at its south end, which carries Avenue Road over the railway cutting in which the station is set. It then runs north, alongside the railway track for c.100 metres and then gently curves through 45 degrees to head east where it passes under the drive to the west side of the former hotel and connects to the basement level of the building. The walkway is not buried for most of its length and its floor slopes upwards as it gradually progresses north and then east, through the earth bank of the railway cutting. The goods tunnel is approached from a short siding which is set on the east side of the main line, just to the north of the road bridge. It has a portal at the railway end, flanked by curved retaining walls, and runs in a straight line, W-E, to connect to the basement level of the hotel. Unlike the passenger tunnel, the goods tunnel runs underground for its whole length. Both the covered pedestrian walkway and the goods tunnel are joined by a brick retaining wall that borders the east side of the railway cutting.

PEDESTRIAN WALKWAY

EXTERIOR: The southern portal of the tunnel leads directly from the northern end of the east station platform. An entrance portal forms part of the structure of the road bridge and has a round-arched head with alternating green and yellow stone voussoirs, with a hoodmould which follows the curve of the arch and terminates, at right, with a carved label stop of a crowned queen. A similar label stop showing a king's head was formerly on the left side and is now in storage. Beneath the bridge is a series of five openings with

arched heads and sills and cast iron tracery. The main body of the tunnel has lower walling of blue engineering brick, with a stone coping to its top. Above this a series of brick piers with stone dressings support the roof. Between them are horizontal lights which were formerly glazed, with metal frames which include cusped, diagonal glazing bars. The arched, corrugated metal roof appears to be original and has a decorative crest of panels of cast iron foliage which runs along its centre. The tunnel has a flat roof and rectangular windows to the portion abutting the hotel/school building.

INTERIOR: the flooring of the tunnel is of stone slabs. The roof beneath the road bridge is pitched, with a C20 corrugated metal lining to one side. Plain iron hoops rise from the piers at either side to support the roof. The tunnel beneath the driveway is lined with red bricks and has an arched roof. Brackets for gas lighting survive at the north eastern end of the tunnel and the tunnel splits into two at this end, with a separate passage which is lined to its lower walling with timber planking and which formerly connected with the luggage lift of the hotel.

GOODS TUNNEL

EXTERIOR: the retaining wall to the side of the tracks has alternating bands of blue and red bricks to its southern end. The angled northern end has a stone coping and has been partially rebuilt in red brick. The tunnel entrance is round arched and has wooden plank doors with iron strap hinges.

INTERIOR: the arched vault is lined with bricks. Railway lines and sleepers remain in situ.

Selected Sources

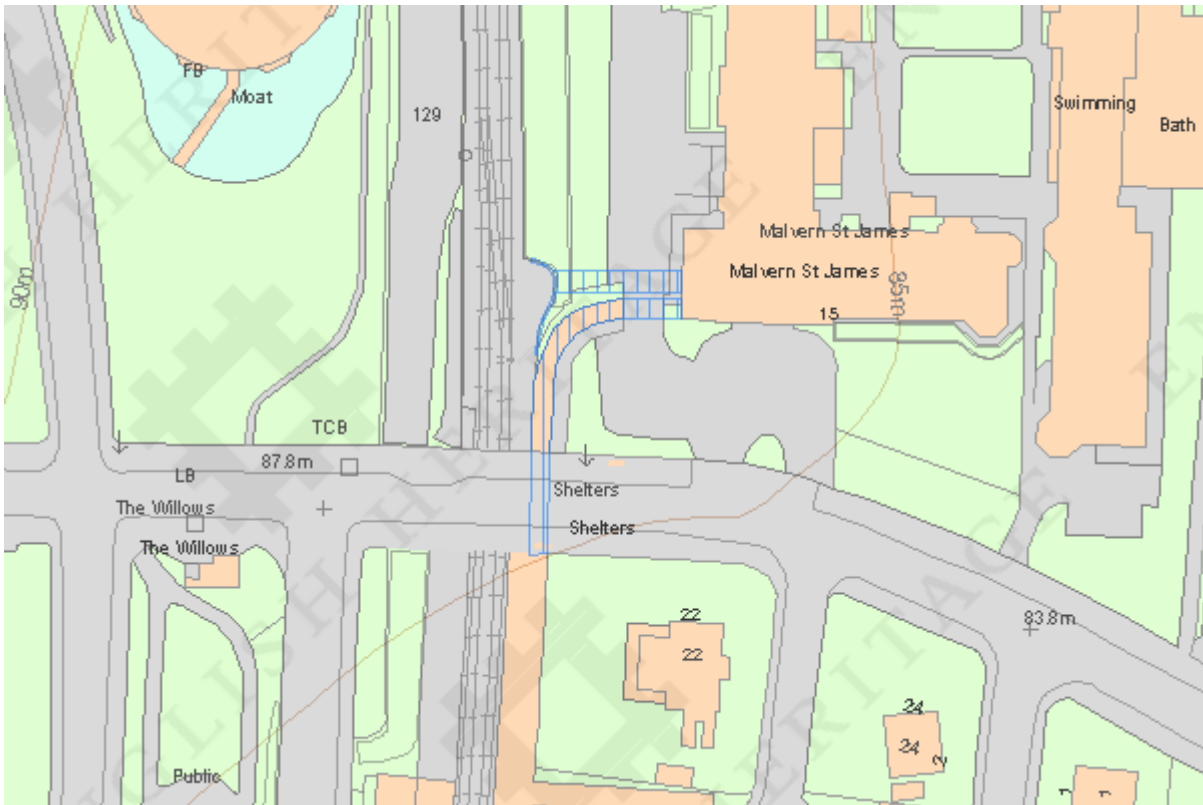
Books and journals

Pevsner, N, Brooks, A, *The Buildings of England: Worcestershire*, (2007), 462

'Imperial Hotel, Great Malvern' in *Worcester Chronicle*, (11 June 1862), 2

Map

National Grid Reference: SO7832545794



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The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - 1427007_1.pdf