

PAUL VELLUET,  
B.A. Hons, B.Arch. Hons, M.Litt., R.I.B.A., I.H.B.C.  
CHARTERED ARCHITECT  
CONSERVATION, DEVELOPMENT AND PLANNING  
9, BRIDGE ROAD, ST MARGARET'S, TWICKENHAM, MIDDLESEX, T.W.1. 1.R.E.  
e-mail: [paul.velluet@velluet.com](mailto:paul.velluet@velluet.com); telephone: 020 8891 3825; mobile: 077 64 185 393

**PROOF OF EVIDENCE OF PAUL VELLUET ON BEHALF OF THE PELHAM STREET  
RESIDENTS' ASSOCIATION, PELHAM RESIDENTS' ASSOCIATION AND ONSLOW  
NEIGHBOURHOOD ASSOCIATION**

SOUTH KENSINGTON UNDERGROUND STATION (including nos. 1 to 13 (odd) and nos. 2 to 12 (even), South Kensington Station Arcade); nos. 36 to 46 (even), THURLOE STREET, nos. 1 to 9 (odd), PELHAM STREET, nos. 20 to 34 (even), THURLOE STREET and SITES FRONTING PELHAM STREET and THURLOE SQUARE, SOUTH KENSINGTON, LONDON, S.W.7.

**APPEALS BY NATIVE LAND (KENSINGTON) LTD, SOUTH KENSINGTON PROPERTIES  
LTD AND LONDON UNDERGROUND LTD**

Application references: PP/20/03216 and LB/20/03217

Appeal references: APP/K5600/W/22/3300872 and APP/K5600/Y/22/3301446

**PART TWO OF TWO PARTS**

**APPENDICIES E, F, G and H**

NOTE: Historic photographs of South Kensington Station used in this Proof of Evidence courtesy of the London Transport Museum Collection. Other photographs – not to be construed as technically verified images - by Paul Velluet, except where stated otherwise.

**PART ONE CONTENTS**

**SECTION 1 INTRODUCTION AND SUMMARY**

**SECTION 2 THE PARTICULAR SPECIAL INTEREST AND SETTING OF THE STATION, ITS SIGNIFICANCE AND ITS CONTRIBUTION AND THAT OF OTHER BUILDINGS TO THE CHARACTER, APPEARANCE AND SIGNIFICANCE OF THE THURLOE ESTATE AND SMITH'S CHARITY CONSERVATION AREA**

**SECTION 3 THE IMPACTS OF THE PROPOSED DEVELOPMENT ON THE PARTICULAR SPECIAL INTEREST AND SETTING OF THE STATION, ON ITS SIGNIFICANCE, AND ON THE CHARACTER, APPEARANCE AND SIGNIFICANCE OF THE THURLOE ESTATE AND SMITH'S CHARITY CONSERVATION AREA**

**SECTION 4 CONCLUSIONS**

**APPENDIX A PAUL VELLUET - QUALIFICATIONS AND EXPERIENCE**

**APPENDIX B THE HISTORY AND DEVELOPMENT OF THE STATION TO THE PRESENT**

**APPENDIX C THE LISTING-ENTRY FOR THE STATION AND THE ACCOMPANYING TEXT FROM THE NATIONAL HERITAGE LIST FOR ENGLAND**

**APPENDIX D THE PLANNING CONTEXT – POLICIES AND GUIDANCE**

**PART TWO - CONTENTS**

**APPENDIX E DIAGRAMS, DRAWINGS AND PHOTOGRAPHS OF THE ORIGINAL AND EARLY STATIONS**

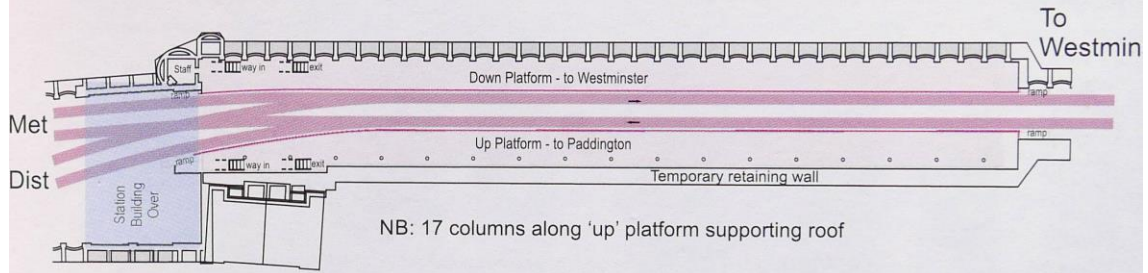
**APPENDIX F PHOTOGRAPHS OF THE STATION AND ITS SETTING TODAY**

**APPENDIX G THE ARCHITECTS' AS PROPOSED SECTIONS AND ELEVATIONS**

**APPENDIX H THE SUBMITTED AND OTHER VERIFIED VIEWS**

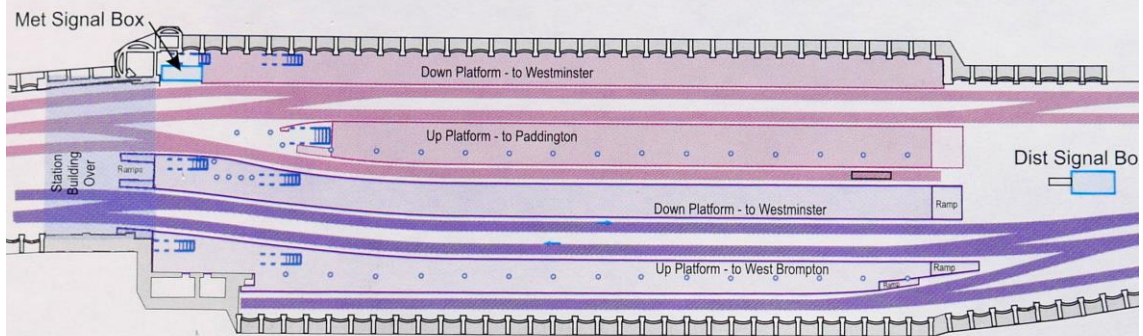
**APPENDIX E DIAGRAMS, DRAWINGS AND PHOTOGRAPHS OF THE ORIGINAL AND EARLY STATIONS**

South Kensington Station, layout at the time of opening. The boundaries with the District were at this time immediately east and west of the station which was at this date entirely Met property. The junction at west end came into use only in 1870. MACH



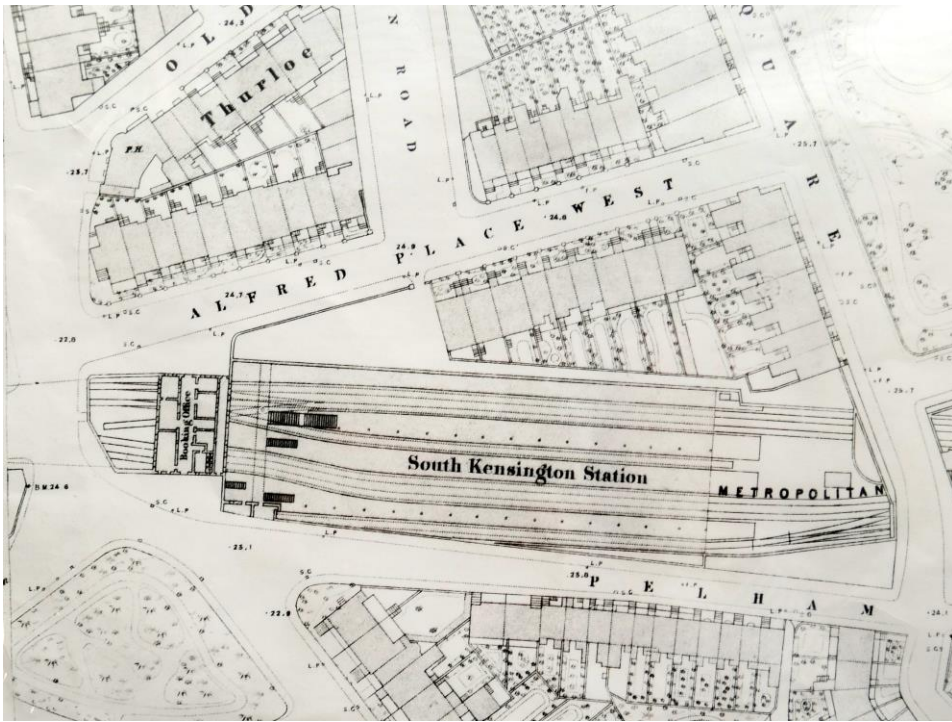
Open for Business – 49

South Kensington station after widening in 1871. The pink tracks are those of the Met and the blue tracks the District. MACH (drawn from original plans and OS Mapping)

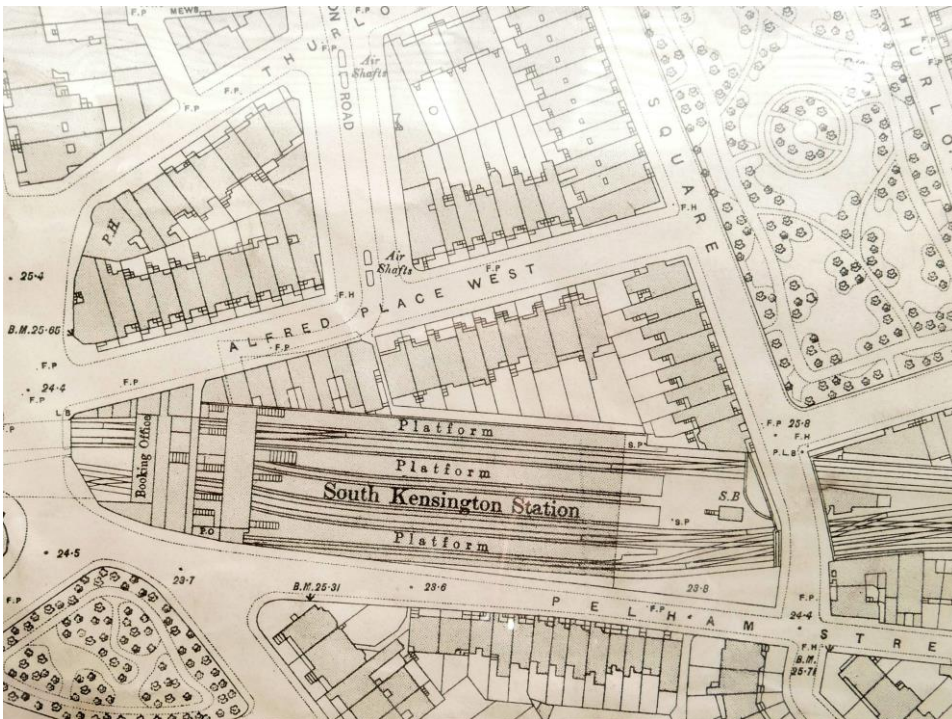


Independence – 97

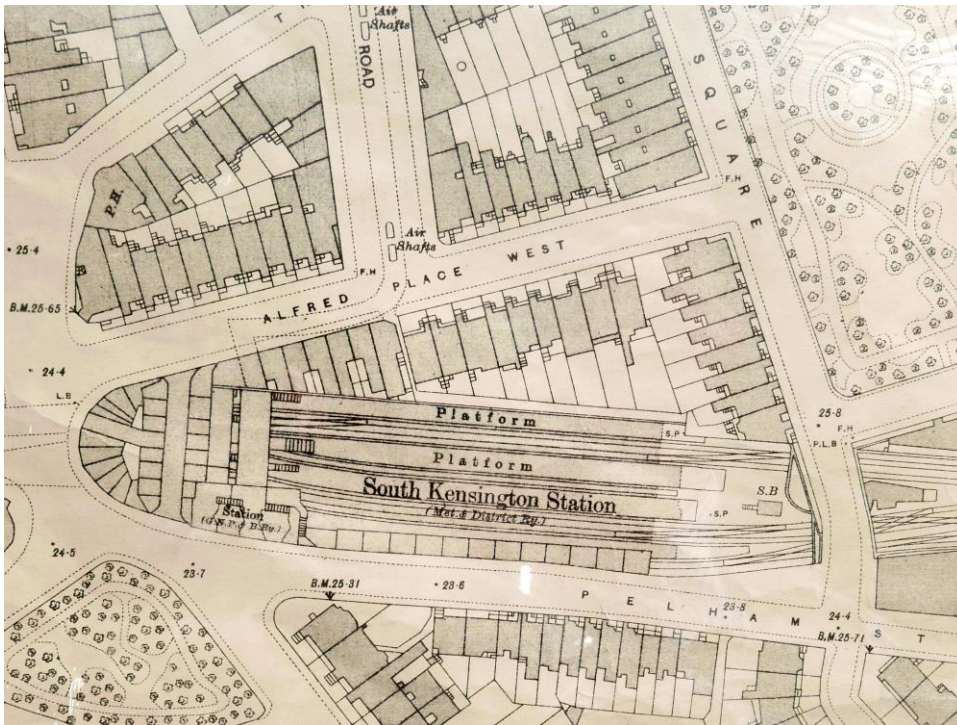
Diagrams included on pages 49 and 97 of M.A.C.Horne's *London District Railway; A History of the Metropolitan District Railway – Volume One; Nineteenth Century* (Capital Transport, 2018), showing the Metropolitan Railway's platforms and tracks in pink and the Metropolitan District Railway's platforms and tracks in blue



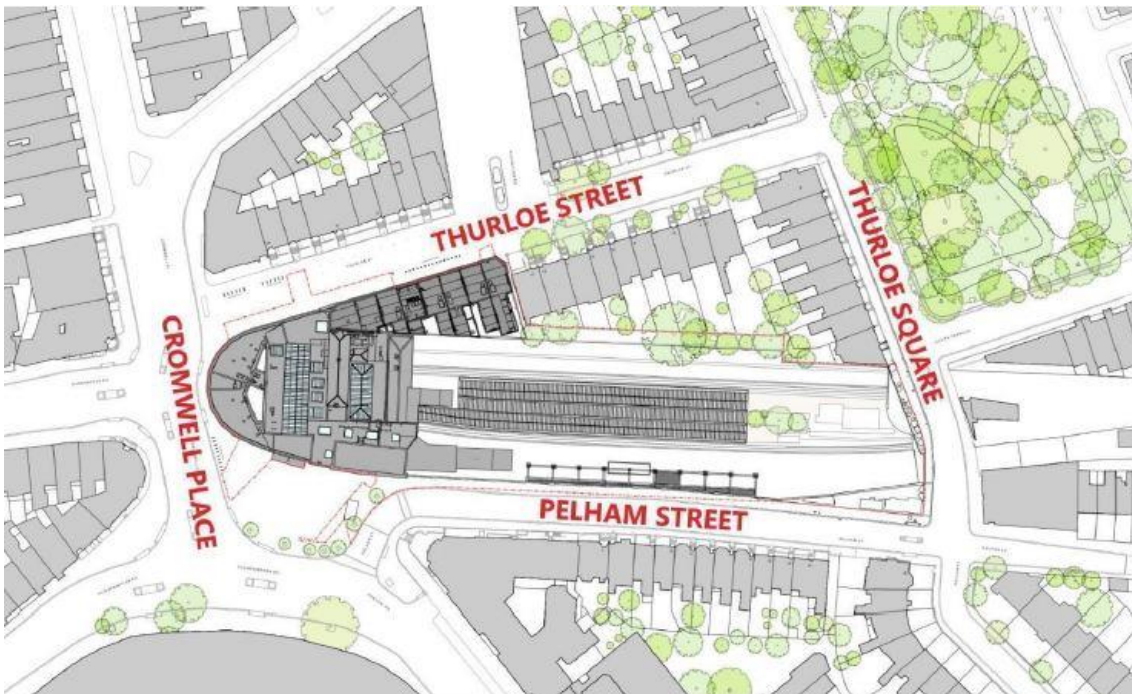
Extract from the 60 inch (1: 1056) scale Ordnance Survey map of the area around South Kensington Station, London, Sheet VI: 100, published in September, 1867



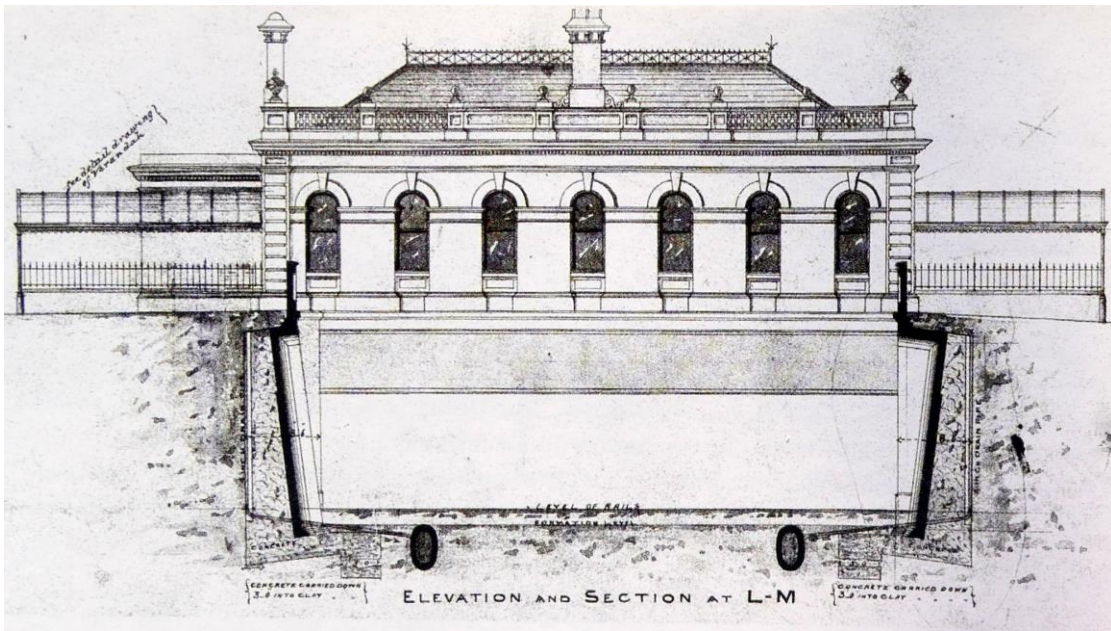
Extract from the 60 inch (1:1056) scale Ordnance Survey map of the area around South Kensington Station, London, Sheet VI:100, published in 1895



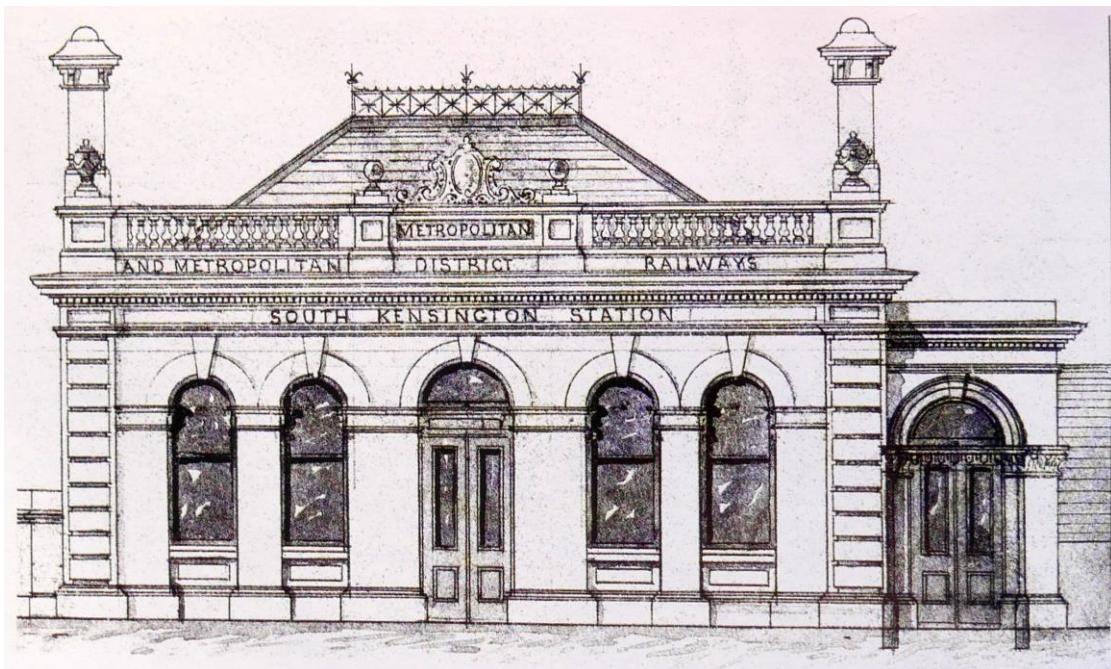
Extract from the 60 inch (1:1056) scale Ordnance Survey map of the area around South Kensington Station, London, Sheet VI:100, published in 1915



The area around the area today, from the Council officers' report to the Planning Committee,



The original, surface-level station building spanning the tracks as seen from the west, showing the proposed glazed canopies serving the entrances from Alfred Place West (now Thurloe Street) to the north and Pelham Street to the south. Part of the west-facing wall of the booking hall is understood to survive at the rear of the shops on the western side of Station Arcade



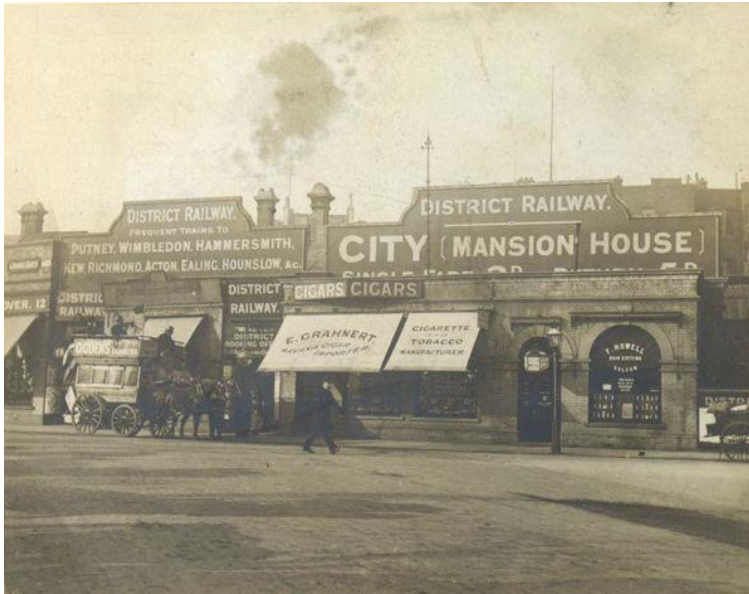
The original, surface-level station building as seen from the south, showing the proposed entrance entrances from Pelham Street to the south and the western end of the southern side of the elliptical-arched, glazed roof above the platforms and tracks at sub-surface level



The interior of the southern side of the sub-surface station looking westwards showing the shallow pitched, glazed roof above the original Metropolitan District Railway reversing-bay on the LH side, the elliptical-arched, glazed roof above the Metropolitan District Railway westbound and eastbound tracks, and the island platforms to each side



The interior of the central part of the sub-surface station looking westwards showing the elliptical-arched, glazed roof above the Metropolitan District Railway westbound and eastbound tracks on the LH side and the original Metropolitan Railway reversing-bay on the RH side, and the island platforms to each side



The entrance to the Metropolitan Railway and Metropolitan District Railway station and adjacent buildings fronting Pelham Street before major reconstruction, now the site of Leslie Green's surface-level station building for the UERL's Great Northern, Piccadilly and Brompton Railway



The new entrance to the Metropolitan Railway and Metropolitan District Railway station and Station Arcade from Pelham Street nearing completion, showing the remains of earlier buildings and the low-wall and hoarding around the ventilation opening above the tracks to the west of the station to the LH side and the entrance-wing to Leslie Green's surface-level station building for the UERL's Great Northern, Piccadilly and Brompton Railway to the RH side





The new entrance to the Metropolitan Railway and Metropolitan District Railway station and Station Arcade from Pelham Street nearing completion, showing the remains of earlier buildings to the LH side and Leslie Green's surface-level station building for the UERL's Great Northern, Piccadilly and Brompton Railway to the RH side



Leslie Green's surface-level station building for the UERL's Great Northern, Piccadilly and Brompton Railway ca 1910,, showing the long demolished terrace of two-storey shops along the northern side of Pelham Street above the original Metropolitan District Railway's reversing-bay on the southern side of the sub-surface station

**APPENDIX C PHOTOGRAPHS OF THE STATION AND ITS SETTING TODAY**



**The Thurloe Street entrance to the Station and the Station Arcade**



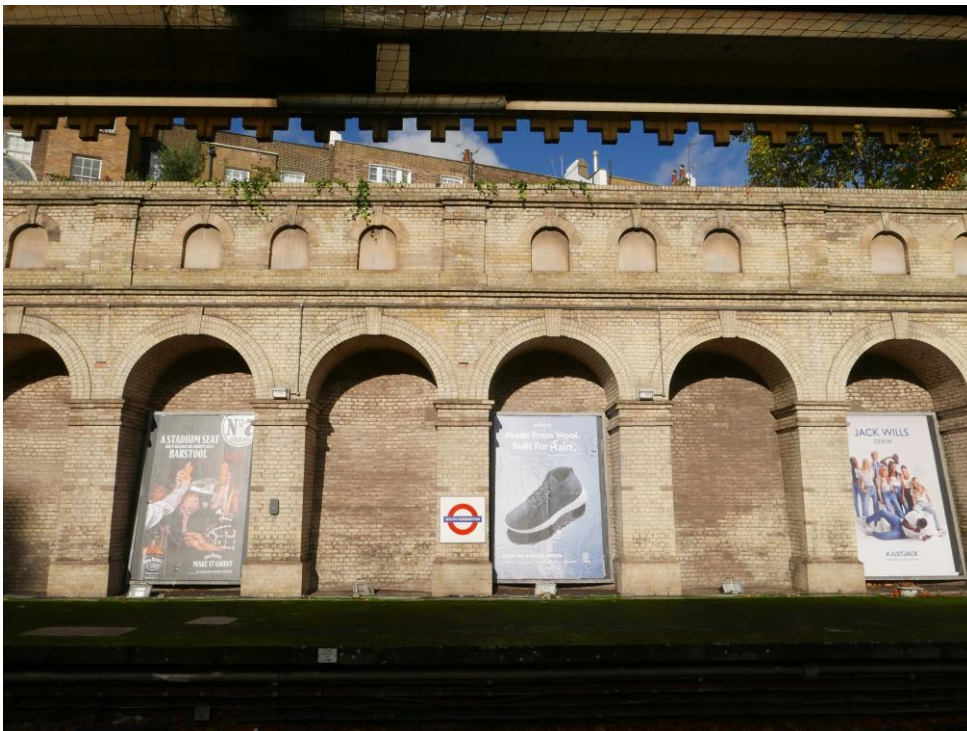
**The Pelham Street entrance to the Station and the Station Arcade**



The sub-surface station looking towards the extended ticket-office, the glazed roof of the Edwardian booking-hall and the red-brick administrative building above the eastern-side of the Station Arcade; the surviving, early-20<sup>th</sup> platform-canopies and the original, northern, arcaded revetment of 1868, with the rear elevations and trees in the gardens of the listed terrace at nos. 2 to 18 (even), Thurloe Street beyond; and the open area between the east of the station platforms and the bridge carrying the road from Pelham Street to Thurloe Square, with the original, plain brick, northern revetment of 1868 and the flanks of no. 52, and no 5, Thurloe Square, rising-up beyond.



The western and eastern ends of the original, arcaded revetment of 1868 along the long disused northernmost platform of the sub-surface station, with the rear of nos. 20 to 34, Thurloe Street, and the trees in the gardens in the gardens of the listed terrace at nos. 2 to 18 (even), Thurloe Street rising-up above the wall



The original arcaded brick revetment of 1868 that once supported the northern edge of the long-lost, elliptical-arched glazed roof above the two platforms of the original sub-surface station and the eastbound and westbound tracks between



The later, 1870, arcaded southern revetment of the original sub-surface station with the modern brick and reinforced-concrete walls along the northern side of Pelham Street above, together with the surviving, free-standing, cast-iron columns that once supported the southern edge of the long-lost, elliptical-arched, glazed roof and sloping glazed roof above the Metropolitan District Railway's single-ended reversing-bay and the adjacent platform of the original sub-surface station



The island platform and glazed platform-canopies of the sub-surface station looking eastwards



The entrance to the stairs, passageway and escalators leading down to the Piccadilly Line platforms on the site of the former Metropolitan Railway's reversing-bay between the former island platforms and glazed platform-canopies of the sub-surface station looking eastwards



The ticket-hall at intermediate level looking southwards



South Kensington Station Arcade looking southwards with one of the staircases leading down to the ticket-hall on the LH side



Leslie Green's surface-level station building for the UERL's Great Northern, Piccadilly and Brompton Railway fronting Pelham Street, showing the surviving original but unused single-storey entrance-wing on western (LH) side. The empty site of the original single-storey exit-wing on the eastern (RH) side - demolished in 1973-1974 - concealed by the tree and the florist's umbrellas



George Sherrin's Pelham Street entrance to the station and Station Arcade with Leslie Green's surface-level station building for the UERL's Great Northern, Piccadilly and Brompton Railway fronting Pelham Street beyond, with clear views eastwards along Pelham Street to the partly rebuilt, former London Underground sub-station and staff facilities at no. 49, Pelham Street





View eastwards along Thurloe Street from the junction of Cromwell Place and Harrington Road with nos. 25 to 35 (odd), Thurloe Street on the LH side and the western end of nos. 20 to 34 (even), Thurloe Street at the centre rising above the parade of shops and restaurants extending around the 'bull-nose' curve



View eastwards from the junction of Cromwell Place and Harrington Road towards the parade of shops and restaurants extending around the 'bull-nose' curve with the western end of nos. 20 to 34 (even), Thurloe Street above the parade of shops and restaurants extending around the 'bull-nose' curve



View eastwards from the junctions of Cromwell Place, Harrington Road and Old Brompton Road towards the parade of shops and restaurants extending around the 'bull-nose' curve with the western end of nos. 20 to 34 (even), Thurloe Street rising above the parade of shops and restaurants extending around the 'bull-nose' curve



**View of the listed terrace at nos. 1 to 13 (odd), Thurloe Street from the south-west**



**View of the listed terrace at nos. 2 to 18 (even), Thurloe Street from the north-west**



**View of the three terraces at nos. 4 to 24 (even), Pelham Street from the north-east**



**View southwards from the junction of Exhibition Road and Thurloe Place showing the existing disparity in heights between the listed terrace at nos. 2 to 18 (even), Thurloe Street and nos. 20 to 34, Thurloe Street**



**View westwards from the junction of Pelham Place and Pelham Street showing the listed, end-of terrace property at no. 29, Pelham Place with the added attic storey at third floor level**



**View north-westwards from the eastern corner of the junction of Pelham Place and Pelham Street towards the unused site at the corner of Pelham Street and the road leading to the south-western corner of Thurloe Square**



**View from the south-western corner of Thurloe Square southwards along the street leading from the south-western corner of Thurloe Square to the junction with Pelham Street with no. 49, Thurloe Street on the eastern (LH) side and no. 52, Thurloe Square on the western (RH) side, and the listed terrace at nos. 1 to 29 (odd), Pelham Place beyond**

## APPENDIX F THE ARCHITECTS' AS PROPOSED SECTIONS AND ELEVATIONS

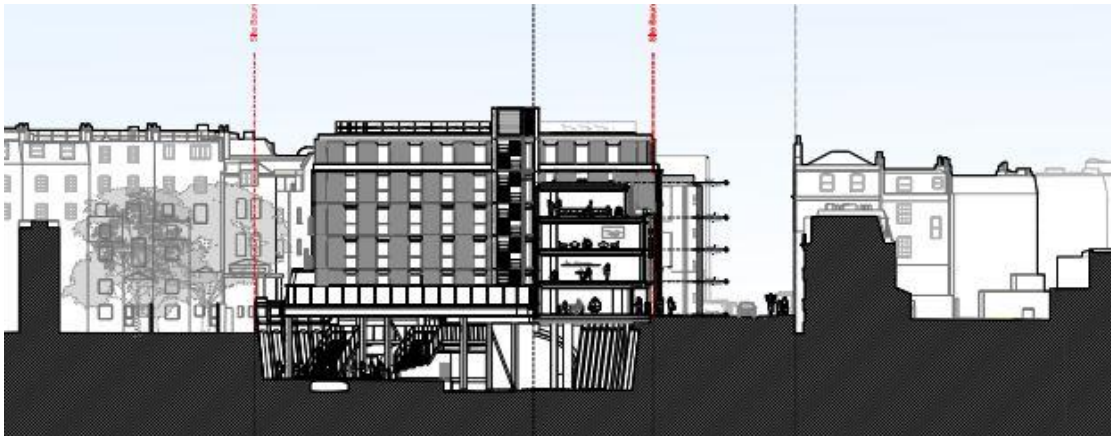
SECTION A-A – Extracts from Drawing RSHP-A-02000-S-AA, rev. P2



SECTION B-B – Extracts from Drawing RSHP-A-02001-S-BB, rev. P2



SECTION C-C – Extract from Drawing RSHP-A-02002-S-CC, rev. P2



SECTION DD – Extract from Drawing RSHP-A-02003-S-DD, rev. P2



SECTION EE – Extract from Drawing RSHP-A-02004-S-EE, rev. P2

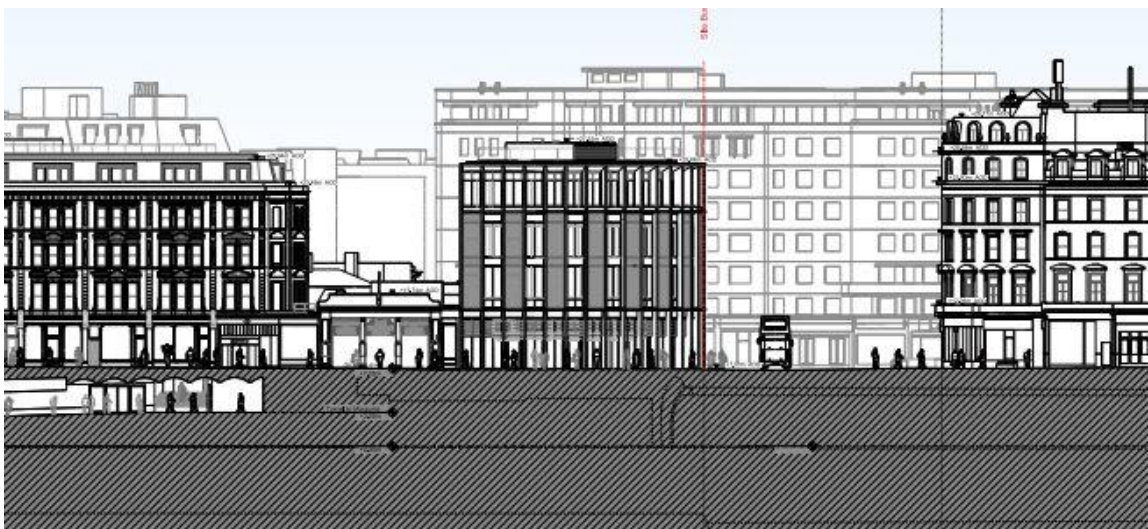
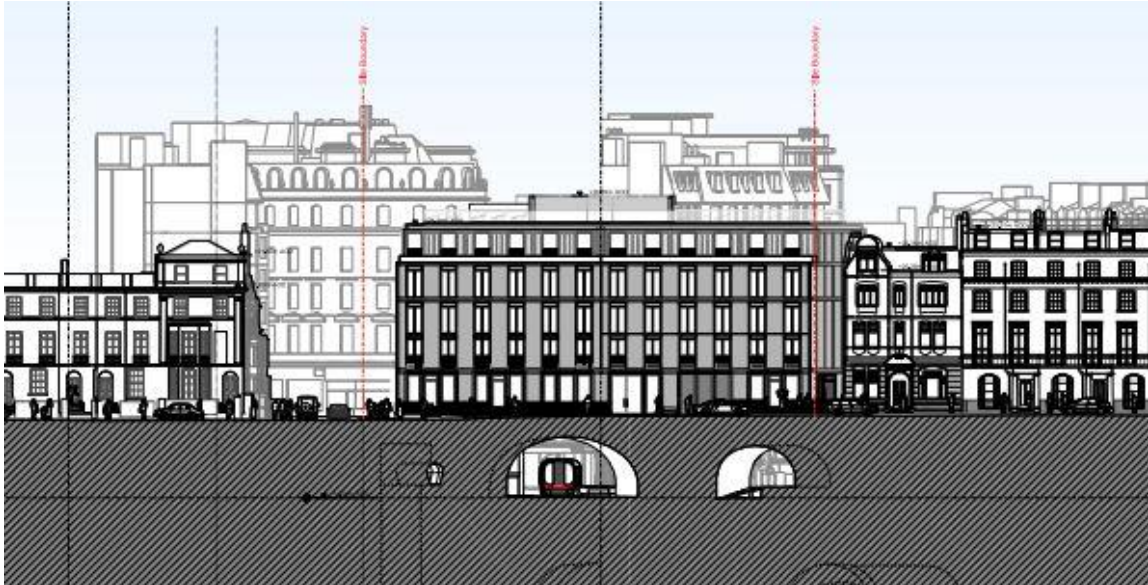


SECTION FF – Extract from Drawing RSHP-A-02005-S-FF, rev. P2





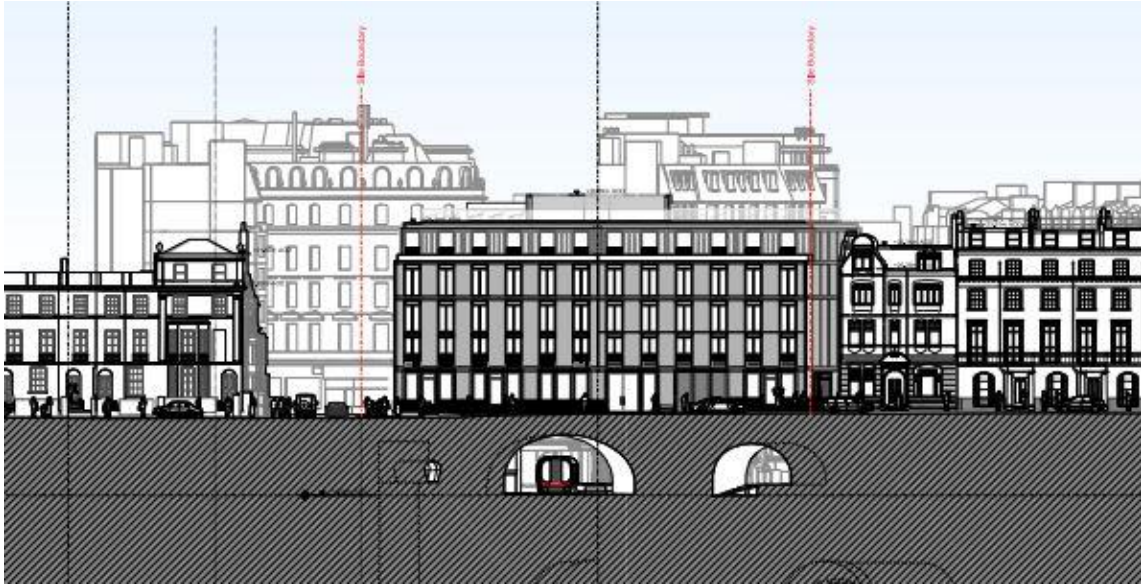
ELEVATION – NORTH - THURLOE STREET – Extracts from drawing RSHP-A-03000-E-N, rev. P2



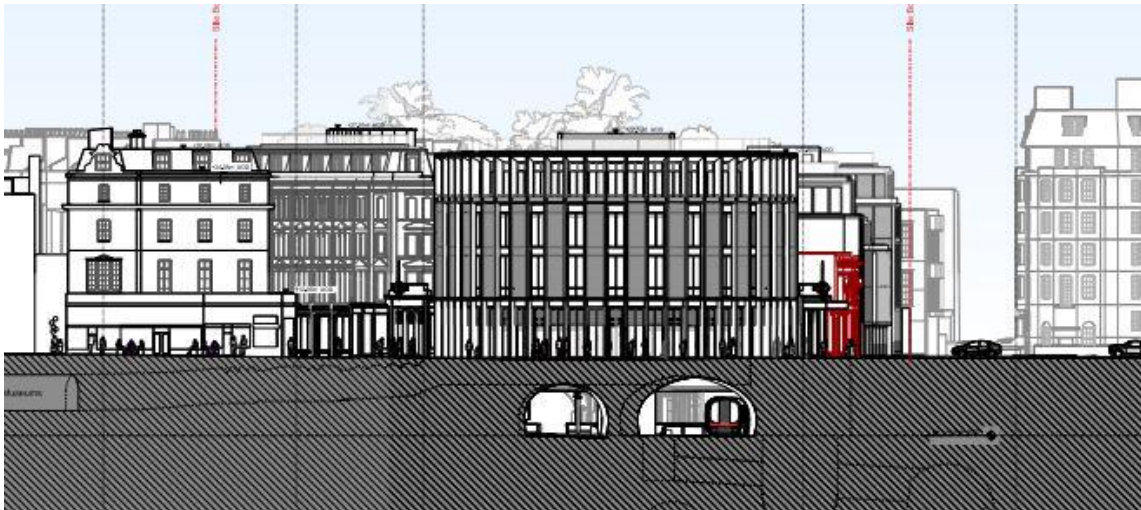
ELEVATION – SOUTH – PELHAM STREET – Extracts from Drawing RSHP-A-03010-E-S, rev. P2



ELEVATION – EAST – THURLOE SQUARE – Extract from Drawing RSHP-A-03020-E-E, rev. P2



ELEVATION – WEST – CROMWELL PLACE – Extract from Drawing RSHP-A-03030-E-W, rev. P2



**APPENDIX G - THE SUBMITTED AND OTHER VERIFIED VIEWS**

THE APPLICANTS' AS EXISTING AND AS PROPOSED VERIFIED **VIEW 05** SHOWING THE PROPOSED DEVELOPMENT AROUND 'THE BULL-NOSE' CURVE AND ALONG THE WESTERN END OF PELHAM STREET AS SEEN FROM THE SOUTH-EASTERN SIDE OF OLD BROMPTON ROAD LOOKING NORTH-EASTWARDS (AS ALSO INCLUDED IN THE COMMITTEE REPORT)



THE APPLICANTS' AS EXISTING AND AS PROPOSED VERIFIED **VIEW 12** SHOWING THE PROPOSED DEVELOPMENT ON THE CORNER OF PELHAM STREET AND THE ROAD LEADING TO THURLOE SQUARE AS SEEN FROM THE CORNER OF PELHAM STREET AND PELHAM PLACE LOOKING WESTWARDS (AS ALSO INCLUDED IN THE COMMITTEE REPORT)



THE APPLICANTS' AS EXISTING AND AS PROPOSED VERIFIED **VIEW 02** SHOWING THE PROPOSED DEVELOPMENT AROUND 'THE BULL-NOSE' CURVE AS SEEN FROM HARRINGTON ROAD LOOKING EASTWARDS (AS ALSO INCLUDED IN THE COMMITTEE REPORT)



THE APPLICANTS' AS EXISTING AND AS PROPOSED VERIFIED **VIEW 09** SHOWING THE PROPOSED DEVELOPMENTS AROUND 'THE BULL-NOSE' CURVE AND AT THE WESTERN END OF PELHAM STREET SEEN FROM THE SOUTH-WESTERN SIDE OF THE ROAD FROM ONSLOW SQUARE LOOKING NORTH-WESTWARDS (AS ALSO INCLUDED IN THE COMMITTEE REPORT)



THE APPLICANTS' AS EXISTING AND AS PROPOSED VERIFIED **VIEW 08** SHOWING THE PROPOSED DEVELOPMENT AROUND 'THE BULL-NOSE' CURVE AS SEEN FROM THE NORTH-EASTERN SIDE OF THE ROAD FROM ONSLOW SQUARE LOOKING NORTH-WESTWARDS





THE APPLICANTS' AS EXISTING AND AS PROPOSED VERIFIED **VIEW 15** SHOWING THE PROPOSED DEVELOPMENT AT THE CORNER OF PELHAM STREET AND THE ROAD LEADING TO THURLOE SQUARE AS SEEN FROM THE SOUTH-WESTERN CORNER OF THURLOE SQUARE LOOKING SOUTHWARDS



THE APPLICANTS' AS EXISTING AND AS PROPOSED VERIFIED VIEW 20 SHOWING THE PROPOSED DEVELOPMENT AROUND 'THE BULL-NOSE' CURVE AS SEEN FROM THE SOUTHERN END OF CROMWELL PLACE LOOKING EASTWARDS ALONG THURLOE STREET



THE OBJECTORS' BEFORE AND AFTER VERIFIED VIEWS (VIEWS A) OF THE PROPOSED DEVELOPMENT AROUND THE 'BULL-NOSE' CURVE AS SEEN FROM THE NORTHERN END OF ONSLOW SQUARE LOOKING NORTH-WESTWARDS



THE OBJECTORS' BEFORE AND AFTER VERIFIED VIEWS (VIEWS B) OF THE PROPOSED DEVELOPMENT AROUND THE 'BULL-NOSE' CURVE AS SEEN FROM THE NORTHERN SIDE OF HARRINGTON ROAD LOOKING NORTH-EASTWARDS



THE OBJECTORS' BEFORE AND AFTER VERIFIED VIEWS (VIEWS C) OF THE PROPOSED DEVELOPMENTS ALONG PELHAM STREET AT THE CORNER OF PELHAM STREET AND THE ROAD LEADING TO THURLOE SQUARE AS SEEN FROM THE CORNER OF PELHAM STREET LOOKING WESTWARDS



THE OBJECTORS' BEFORE AND AFTER VERIFIED VIEWS (VIEWS D) OF THE PROPOSED DEVELOPMENT AROUND THE 'BULL-NOSE' CURVE AS SEEN FROM THE SOUTH-EASTER SIDE OF OLD BROMPTON ROAD LOOKING NORTH-WESTWARDS



THE OBJECTORS' BEFORE AND AFTER VERIFIED VIEWS (VIEWS E) OF THE PROPOSED DEVELOPMENT AROUND THE 'BULL-NOSE' CURVE AS SEEN FROM THE NORTHERN SIDE OF THURLOE STREET LOOKING SOUTH-WESTWARDS

