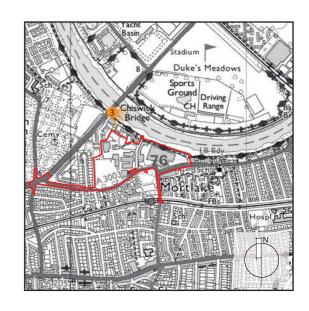




Viewpoint 3: Existing view from the southern end of Chiswick Bridge looking South East beyond Thames Bank to the SIte.



Viewpoint 3: Proposed view from the southern end of Chiswick Bridge looking South East beyond Thames Bank to the SIte.



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Figure Title

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Figure 16.9: Viewpoint 3 Existing and Proposed View from the Southern End of Chiswick Bridge

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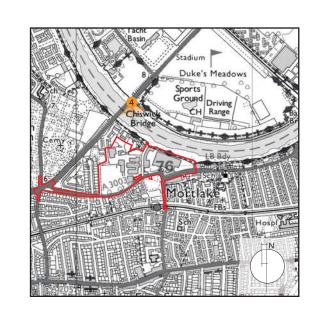




Viewpoint 4: Existing view from the northern end of Chiswick Bridge, looking south across the River Thames towards the Site.



Viewpoint 4: Proposed view from the northern end of Chiswick Bridge, looking south across the River Thames towards the Site.



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Figure Title

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Figure 16.10: Viewpoint 4 Existing and Proposed View from the Northern End of Chiswick Bridge

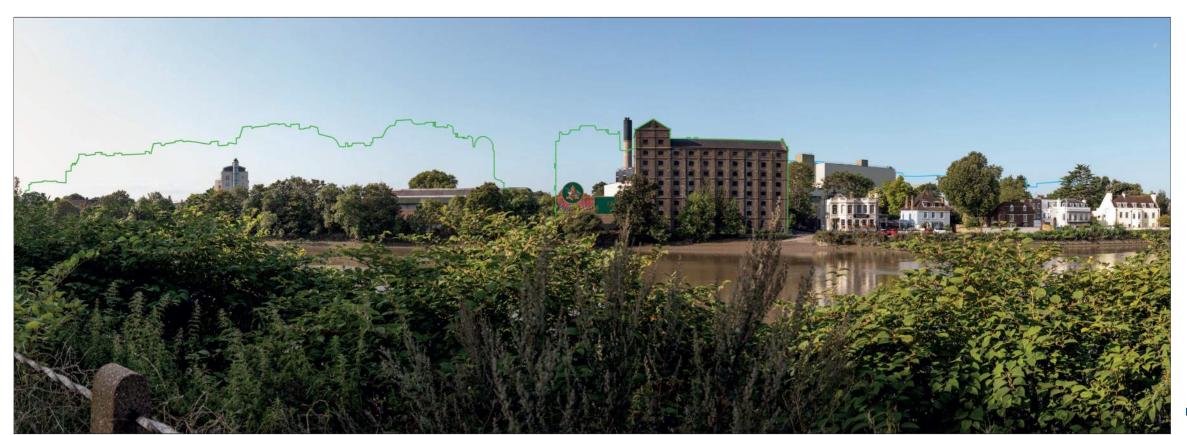
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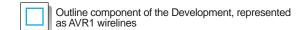


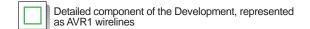


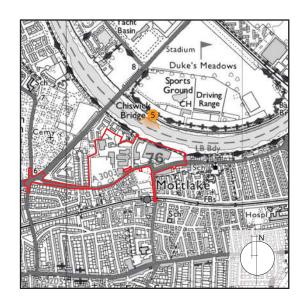
Viewpoint 5: Existing view from Dan Mason Drive, looking south across the River Thames towards of the Site.



Viewpoint 5: Proposed view from Dan Mason Drive, looking south across the River Thames towards the Site.







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Figure 16.11: Viewpoint 5 Existing and Proposed View from Dan Mason Drive

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Viewpoint 6: Existing view from the Thames Path (north) adjacent to the car parking area on Dan Mason Drive, looking southwest across the River Thames towards the Site.



Viewpoint 6: Proposed view from the Thames Path (north) adjacent to the car parking area on Dan Mason Drive, looking southwest across the River Thames towards the Site.

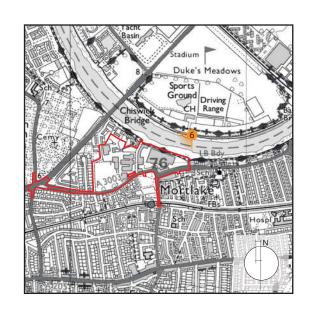


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Figure 16.12: Viewpoint 6 Existing and Proposed View from the Thames Path (north) looking South West across the River Thames

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Viewpoint 7: Existing view from Thames Path (south) adjacent to the seating area outside the White Hart Public House looking west.



Viewpoint 7: Proposed view from Thames Path (south) adjacent to the seating area outside the White Hart Public House looking west.

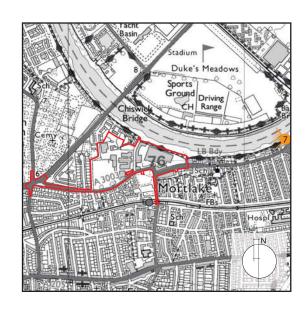


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Figure 16.13: Viewpoint 7 Existing and Proposed View from Thames Path (South) Looking West

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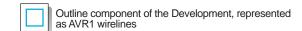


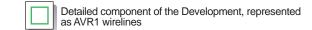


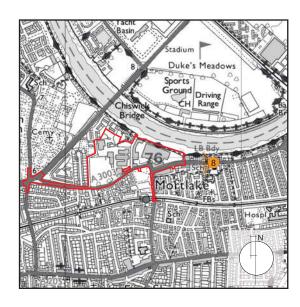
Viewpoint 8: Existing view from Mortlake High Street adjacent to St Mary the Virgin Church looking west towards the Site.



Viewpoint 8: Proposed view from Mortlake High Street adjacent to St Mary the Virgin Church looking west towards the Site.







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Figure Title

Figure 16.14: Viewpoint 8 Existing and Proposed View from Mortlake High Street Looking West

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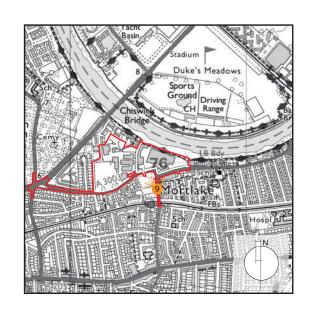




Viewpoint 9: Exisiting view from Sheen Lane in Proximity to Mortlake Station looking north towards the Site.



Viewpoint 9: Proposed view from Sheen Lane in Proximity to Mortlake Station looking north towards the Site.



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Figure Title

Figure 16.15: Viewpoint 9 Existing and Proposed View from Sheen Lane

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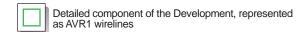


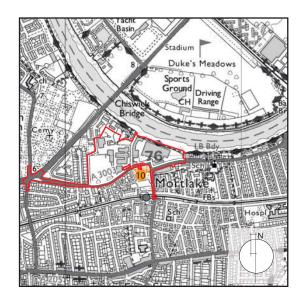


Viewpoint 10: Existing view looking north across Mortlake Green towards the Site.



Viewpoint 10: Proposed view looking north across Mortlake Green towards the Site.





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Figure 16.16: Viewpoint 10 Existing and Proposed View Looking North Across Mortlake Green

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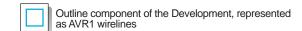


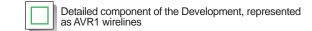


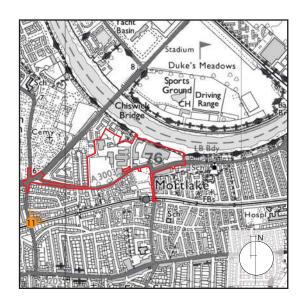
Viewpoint 11: Existing view from the South Circular Road bridge over the railway line, looking north east towards the Site.



Viewpoint 11: Proposed view from the South Circular Road bridge over the railway line, looking north east towards the Site.







WIE18671-100: Stag Brewery, Mortlake

Figure Title

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Figure 16.17: Viewpoint 11 Existing and Proposed View from the Road Bridge on the South Circular Road

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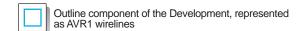


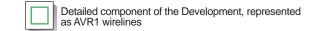


Viewpoint 12: Existing view from lower Richmond Road adjacent to Mortlake Green Looking north west.



Viewpoint 12: Proposed view from lower Richmond Road adjacent to Mortlake Green Looking north west.





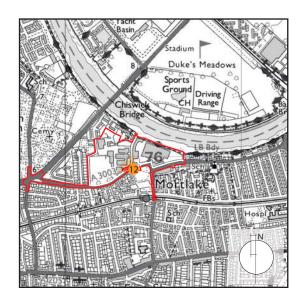


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Figure 16.18: Viewpoint 12 Existing and Proposed View from Lower Richmond Road Adjacent to Mortlake Green

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Figure Title

Figure 17.1: View of the Development (Configuration 2) from the South in the Wind Tunnel

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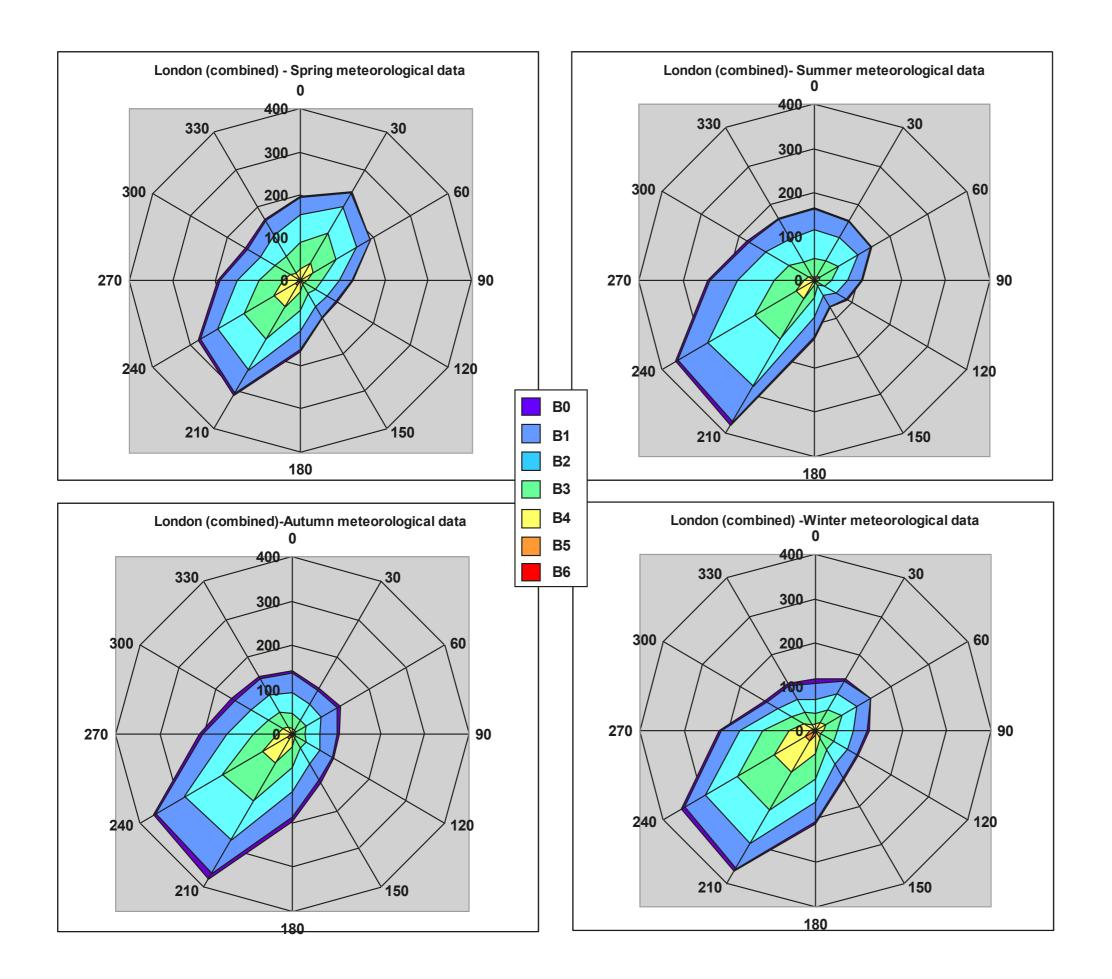
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Radial axis indicates the hours for which the stated Beaufort Range is exceeded.



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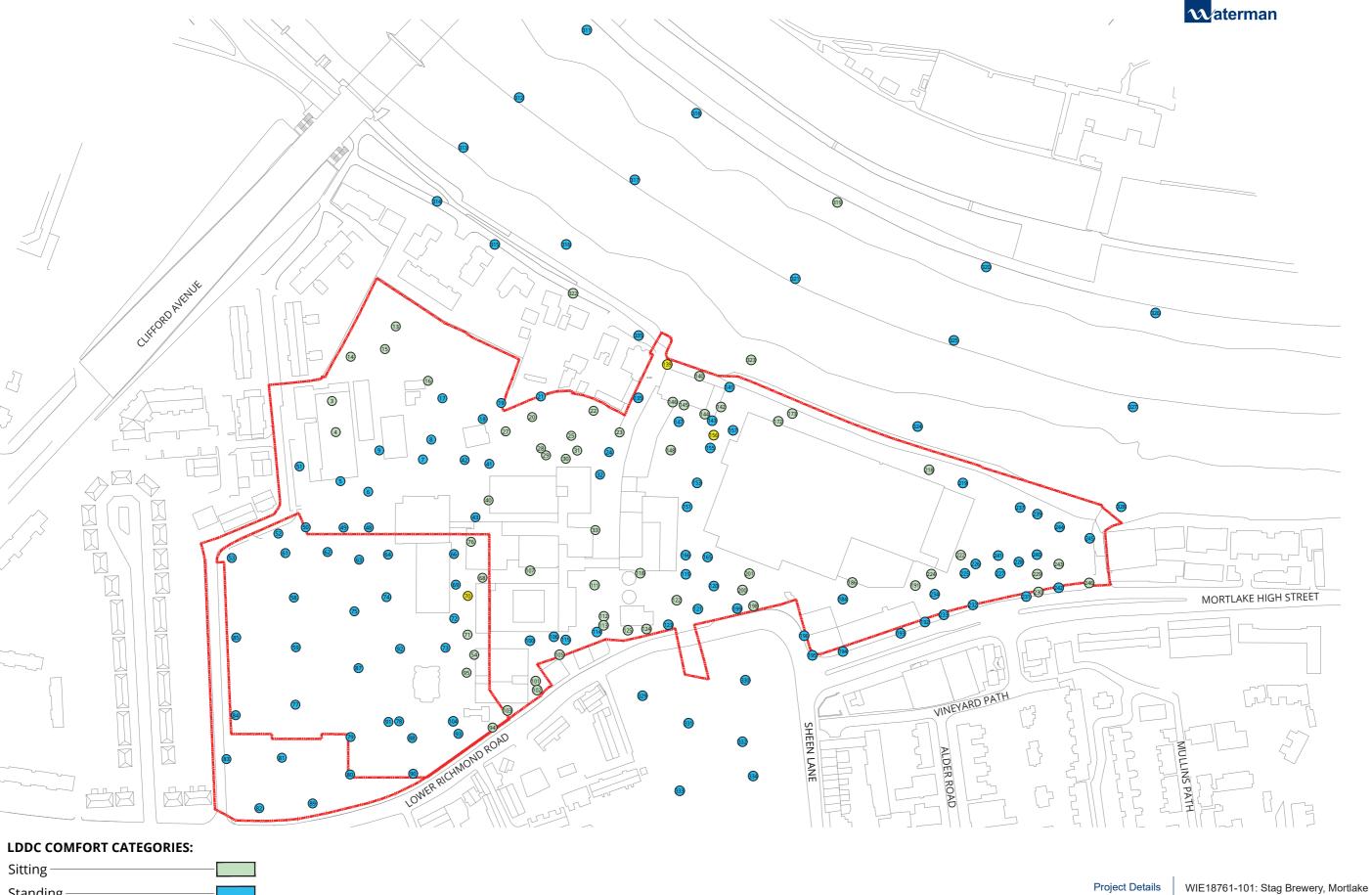
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Figure Title

Figure 17.2: Seasonal Wind Roses for London Combined (in Beaufort Force)

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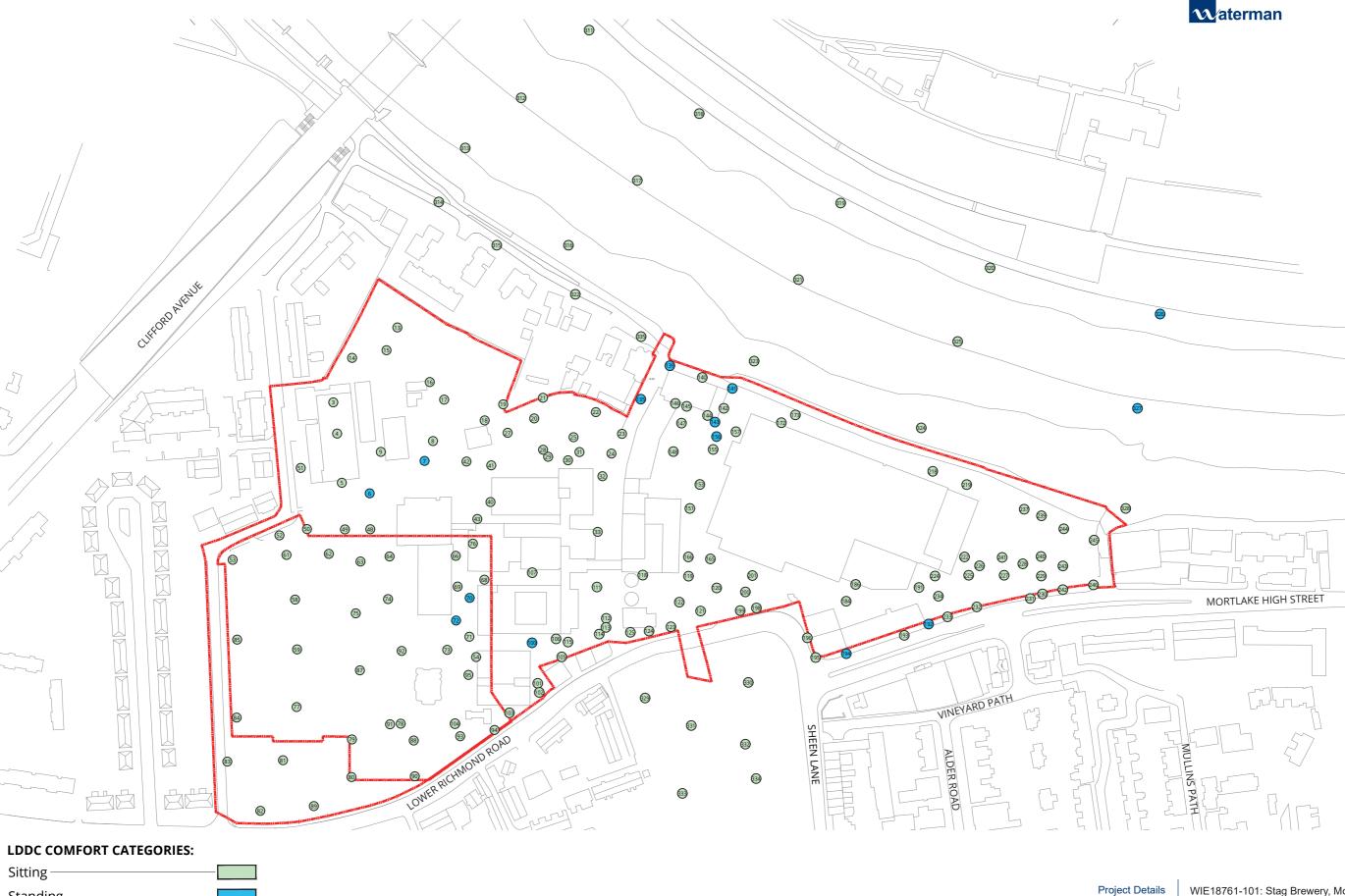
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Figure 17.3: Configuration 1 – Existing Site with existing surrounding buildings (Ground Floor, Windiest Season)

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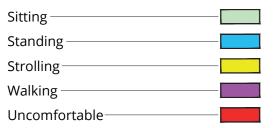
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Figure 17.4: Configuration 1 – Existing Site with existing surrounding buildings (Ground Floor, Summer Season)

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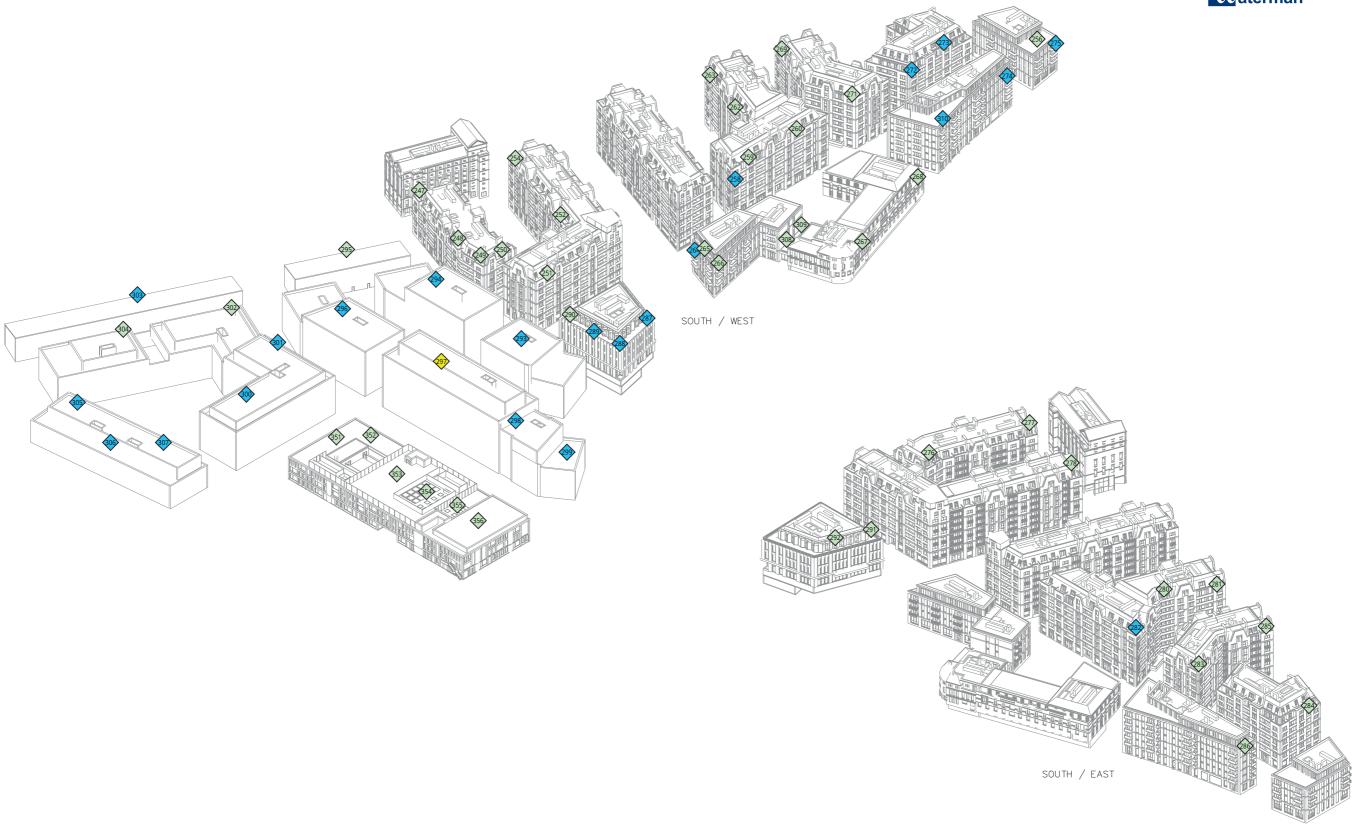
Figure 17.5: Configuration 2 – The Development with existing surrounding buildings (Ground Floor, Windiest Season)

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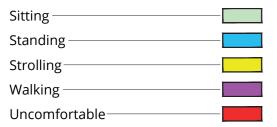
Figure 17.6: Configuration 2 – The Development with existing surrounding buildings (Elevated Levels, Windiest Season)

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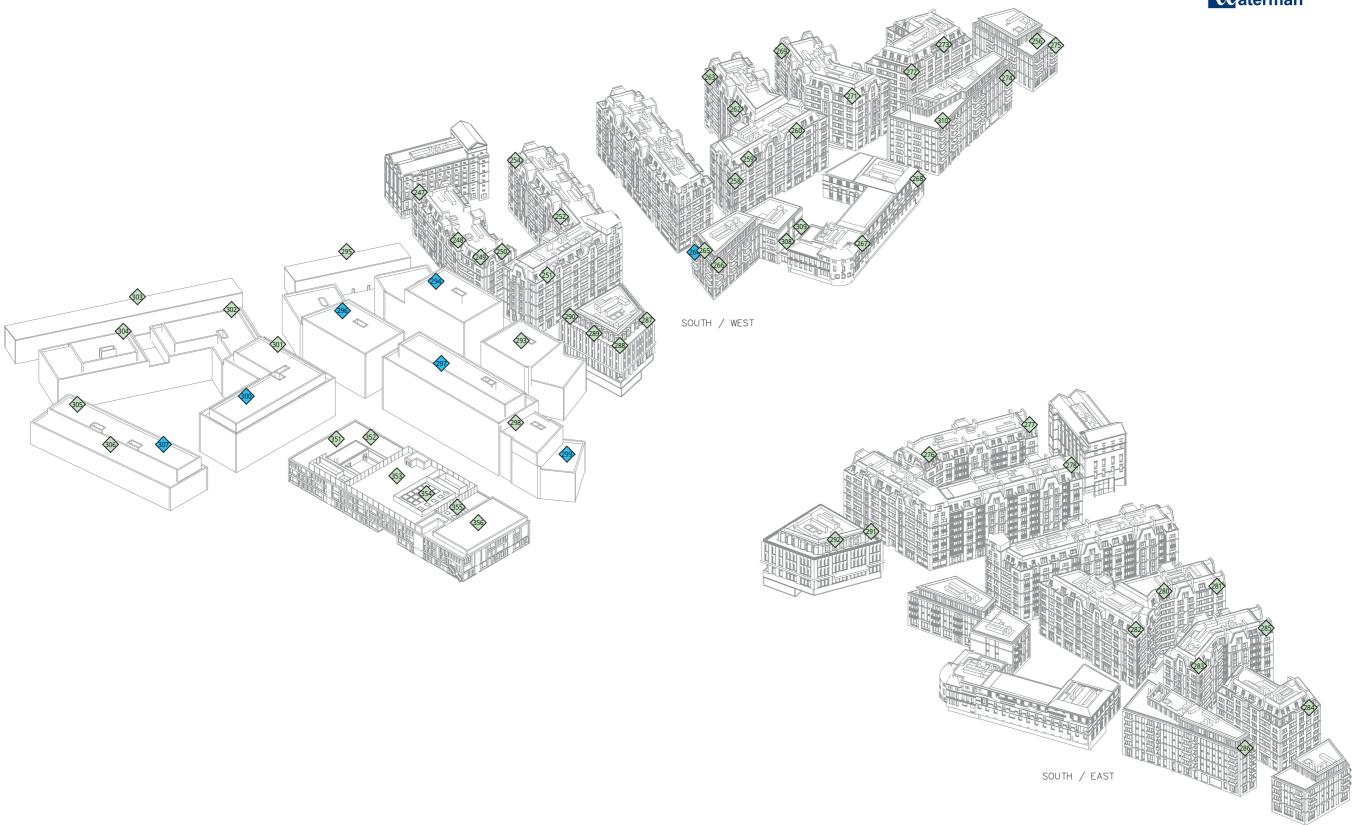
Figure 17.7: Configuration 2 – The Development with existing surrounding buildings (Ground Floor, Summer Season)

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Figure 17.8: Configuration 2 – The Development with existing surrounding buildings (Elevated Levels, Summer Season)

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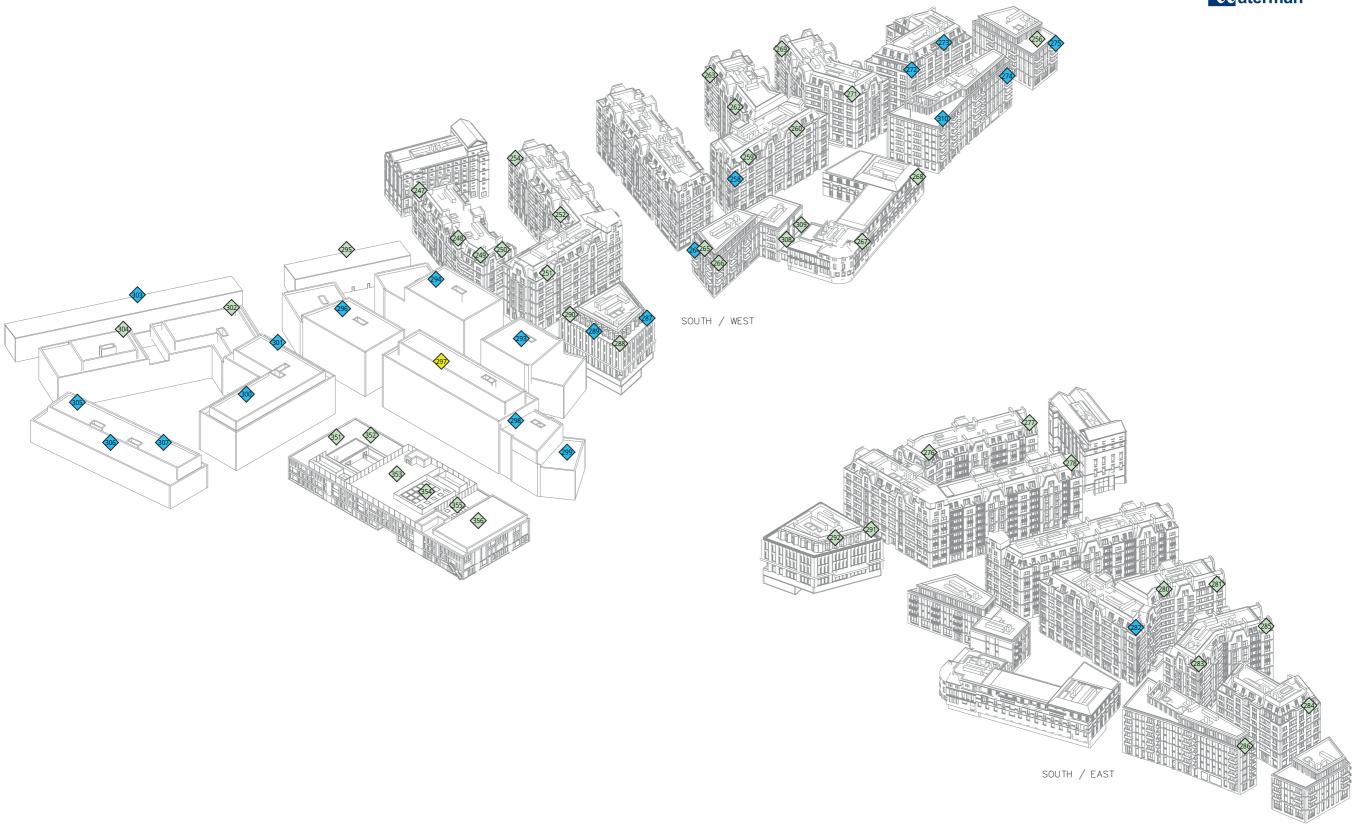
Figure 17.9: Configuration 3 – The Development with existing surrounding buildings and proposed landscaping (Ground Floor, Windiest Season)

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Figure 17.10: Configuration 3 – The Development with existing surrounding buildings and proposed landscaping (Elevated Levels, Windiest Season)

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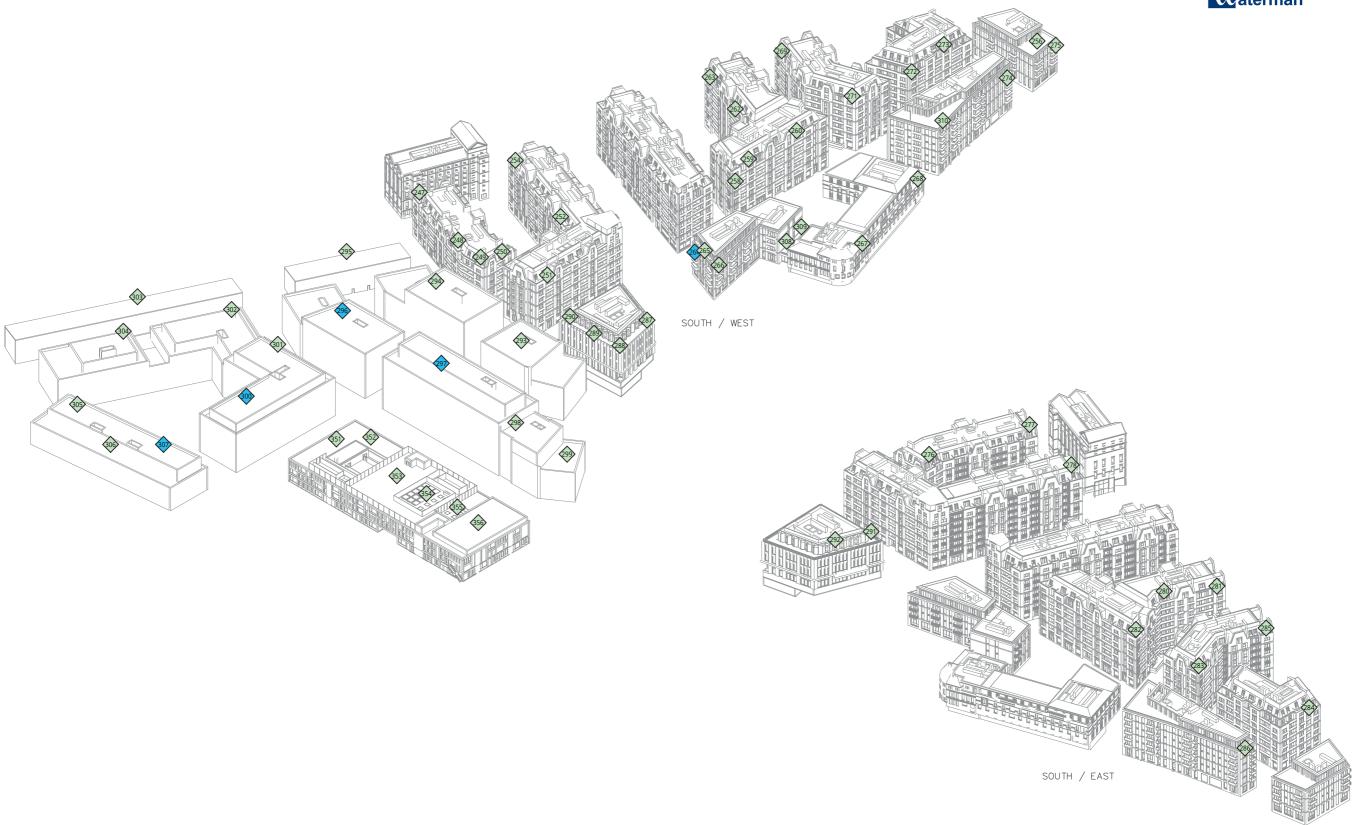
Figure 17.11: Configuration 3 – The Development with existing surrounding buildings and proposed landscaping (Ground Floor, Summer Season)

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Figure 17.12: Configuration 3 – The Development with existing surrounding buildings and proposed landscaping (Elevated Levels, Summer Season)

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