



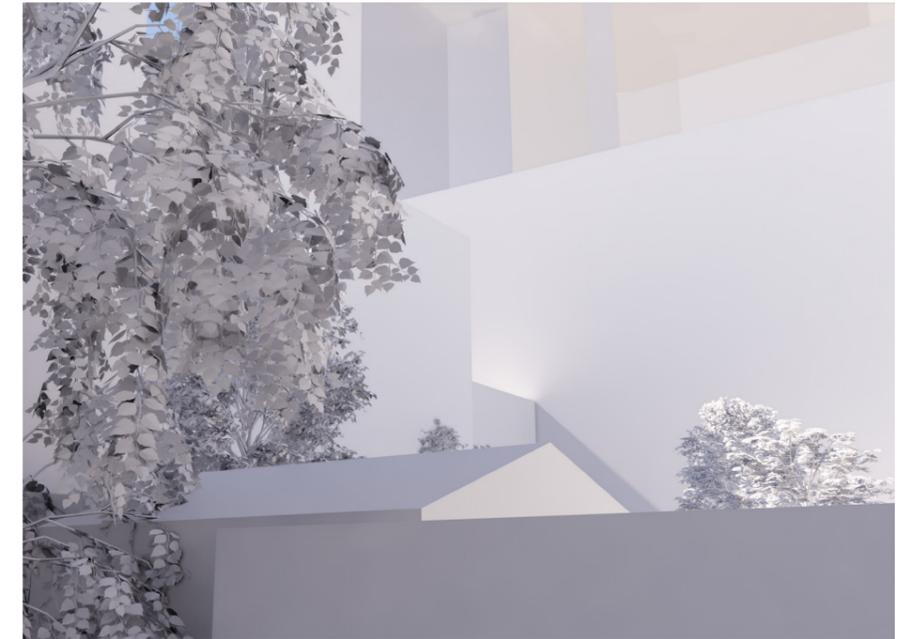
**Assessment of Mr Doyle's Proof of Evidence, Figure 39 (Doyle Fig.32 Scheme)**

The above image compares Doyle's Figure 39 against an accurately modelled view of Mr Doyle's scheme (Fig.32). The image demonstrates that the buildings would appear much larger than the appeal scheme. It is also notable that the plan depth of these buildings suggest that the block on the left would be dual aspect with accommodation set close to the boundary and overlooking Lynmouth Road gardens.



**Assessment of Mr Doyle's Proof of Evidence, Figure 38 (Doyle Fig.32 Scheme)**

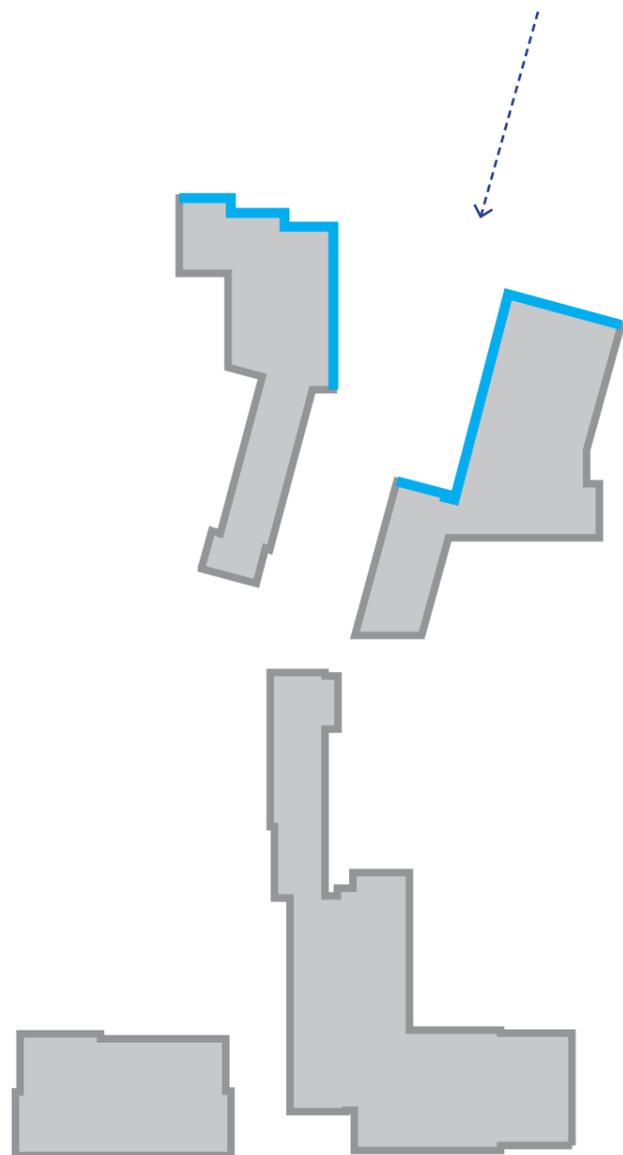
The above image compares Mr Doyle's Figure 38 against an accurately modelled view of Mr Doyle's scheme (Fig.32). The bottom image demonstrates that the buildings would present a wall of development at the boundary, as well as impacting on the existing off-site tree. It is notable that this section of building is shown in the site plan, yet has been missed off Mr Doyle's own models. For completeness, an aerial model of this section of building is shown above.



**Assessment of Mr Doyle's Proof of Evidence, Figure 37 (Doyle Fig.32 Scheme)**

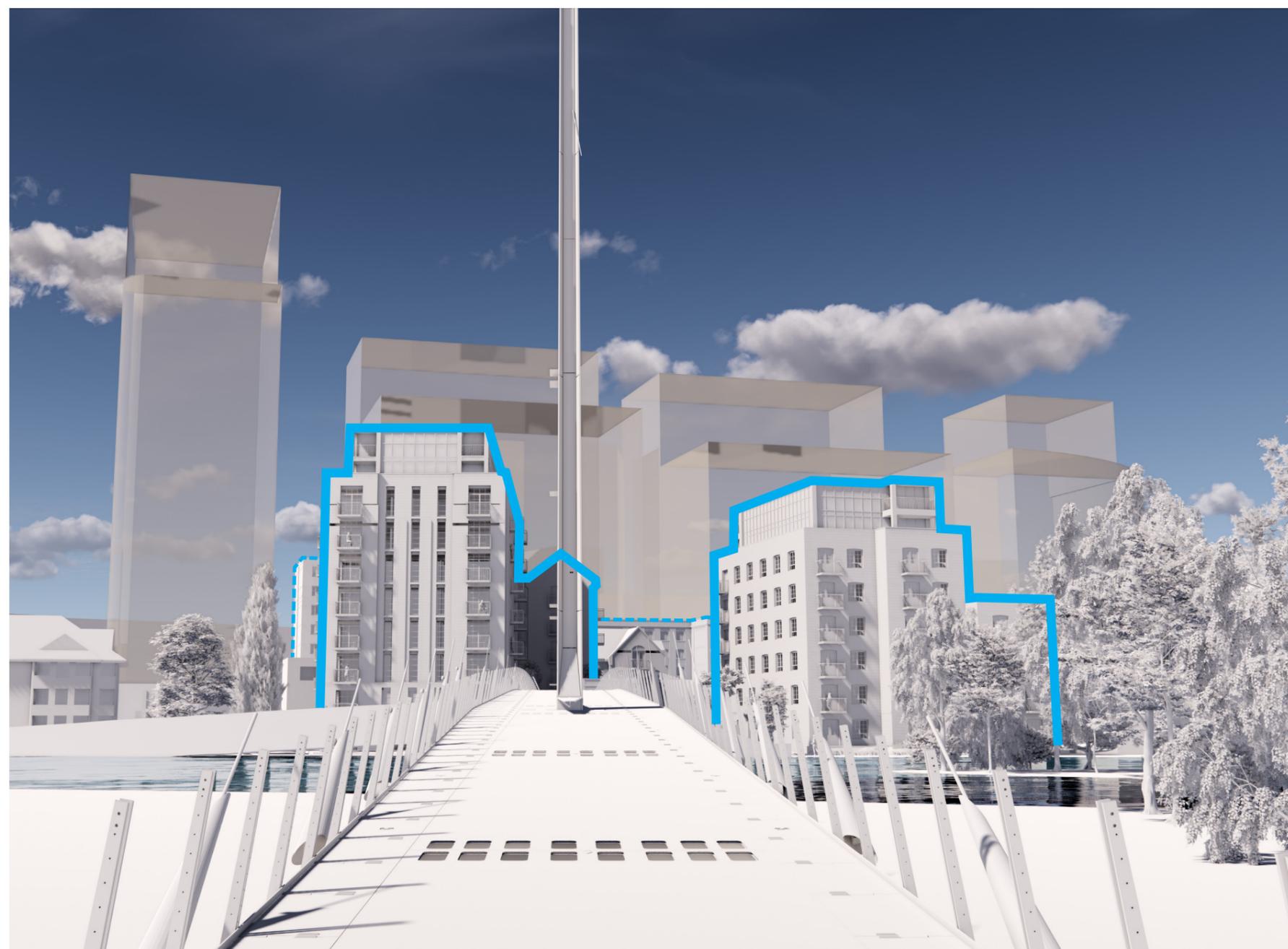
The above image compares Mr Doyle's Figure 37 against an accurately modelled view of Mr Doyle's scheme (Fig.32). The image demonstrates that the buildings would appear much larger than that of the appeal scheme, with the set-back elements of block A being infilled, and the equivalent to block C being moved much closer to the site boundary and Lynmouth Road gardens.

*Fig. Ap.14. Assessment of the building frontage on to the River Thames and relationship to the development between Vastern Road and the station (Appeal scheme, view as Doyle Proof of Evidence Fig.48)*



**Appeal Site Plan**

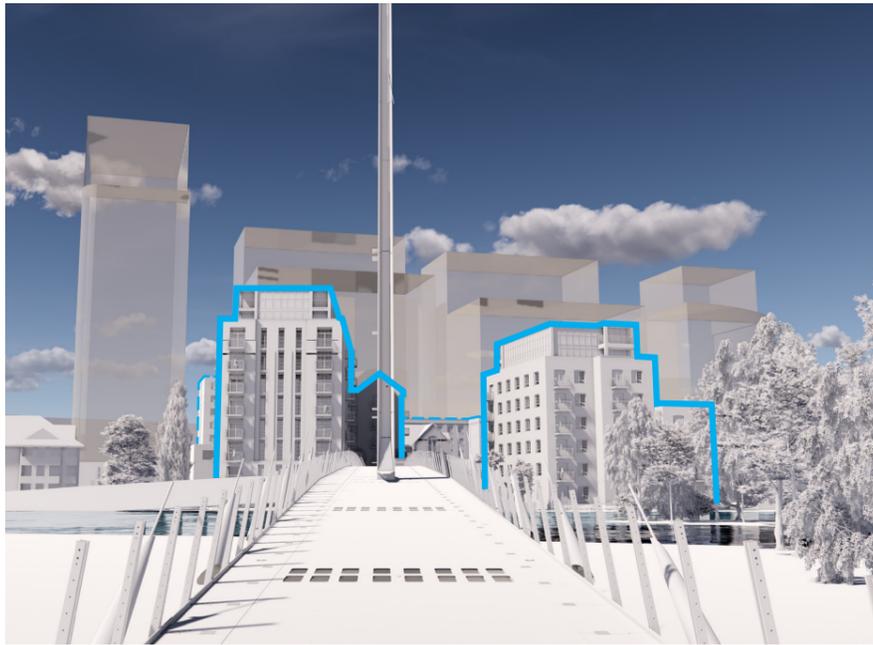
The blue lines highlight the extent of frontage presented on to the river



**Illustrative View from Christchurch Bridge**

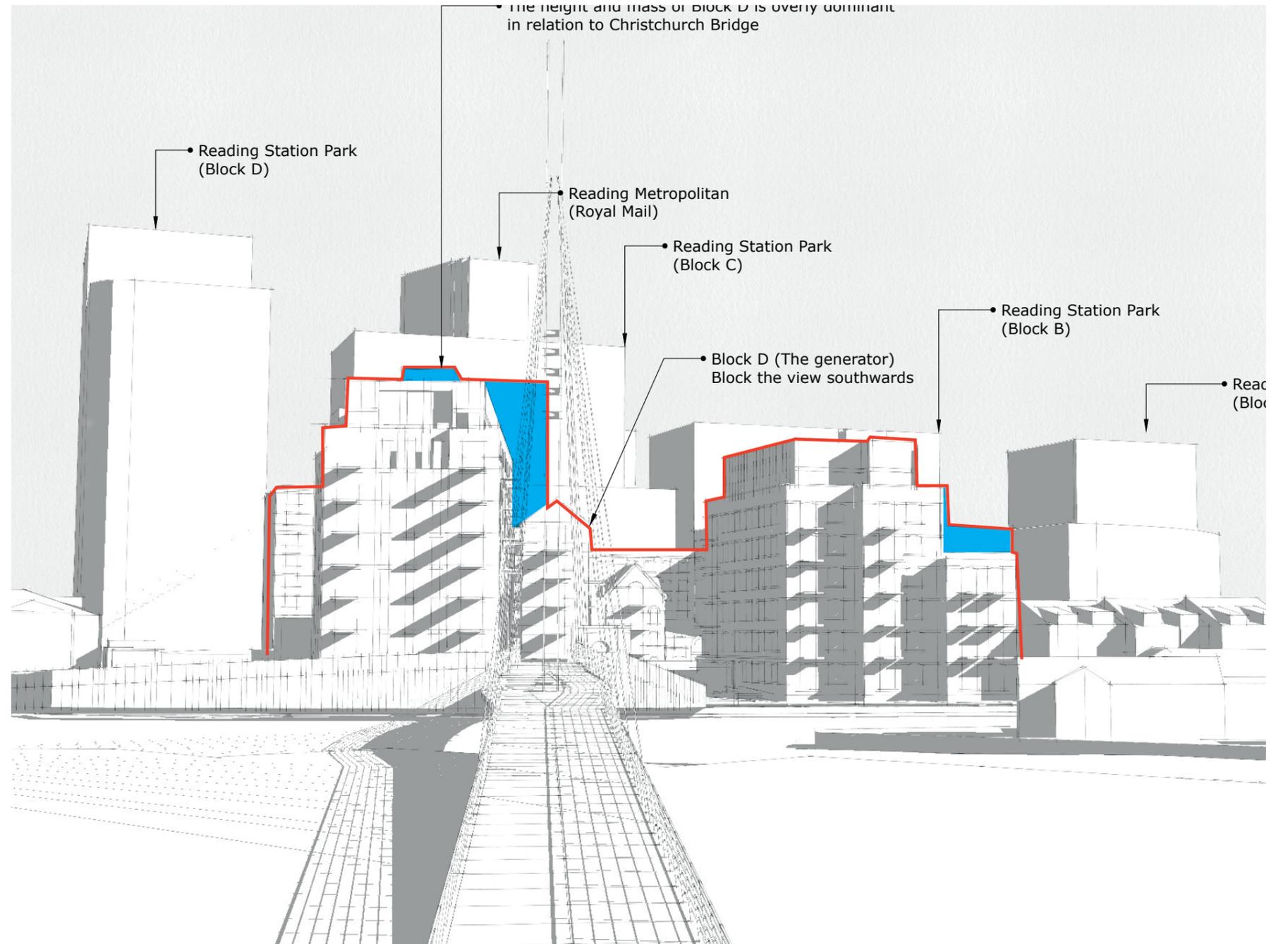
The blue line represents the extent of frontage presented on to the river, with the dashed blue line demonstrating the height of the remainder of the appeal scheme

*Fig. Ap.15. Assessment of the accuracy of Doyle Massing 8 (Doyle Proof of Evidence, Fig.48)*



**Illustrative View from Christchurch Bridge (Figure Ap.14)**

The blue line represents the extent of frontage presented on to the river, with the dashed blue line demonstrating the height of the remainder of the appeal scheme

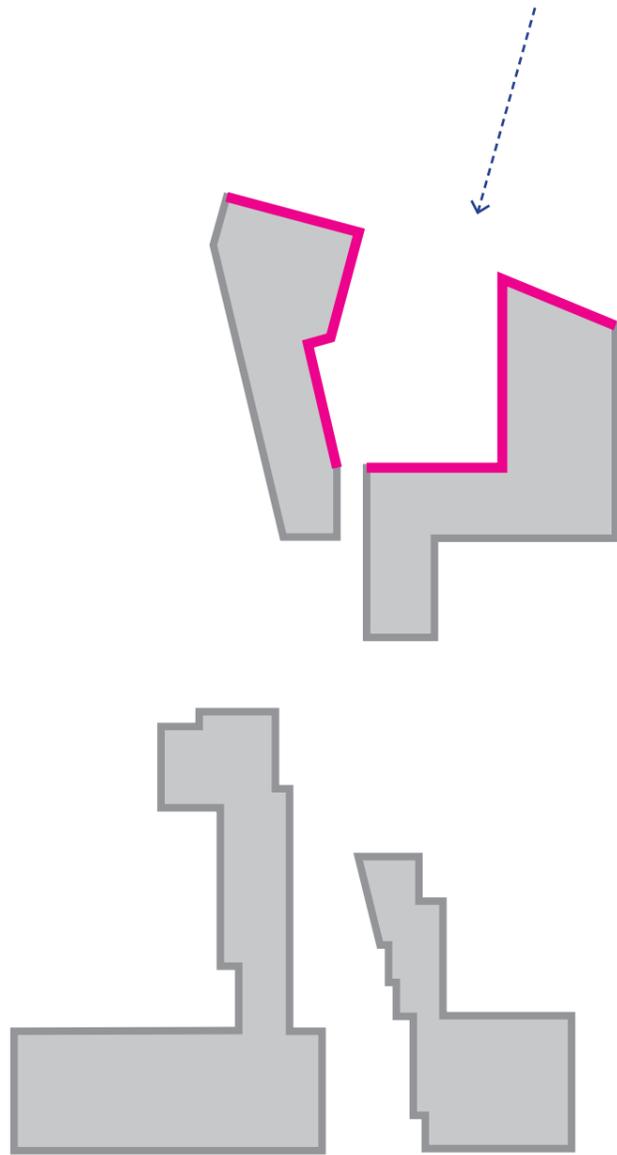


**Assessment of Mr Doyle's Massing 8 vs Accurate Model**

The above image demonstrates that the red line from Mr Doyle's assessment does not correlate with the detailed model produced and discussed in Fig. Ap.14. It should also be noted that the above view has been taken from an elevated position rather than from eye level along the bridge, thereby giving a false impression of the scale of the buildings. As such, the blue hatch highlights areas which should not be considered part of the appeal development massing.

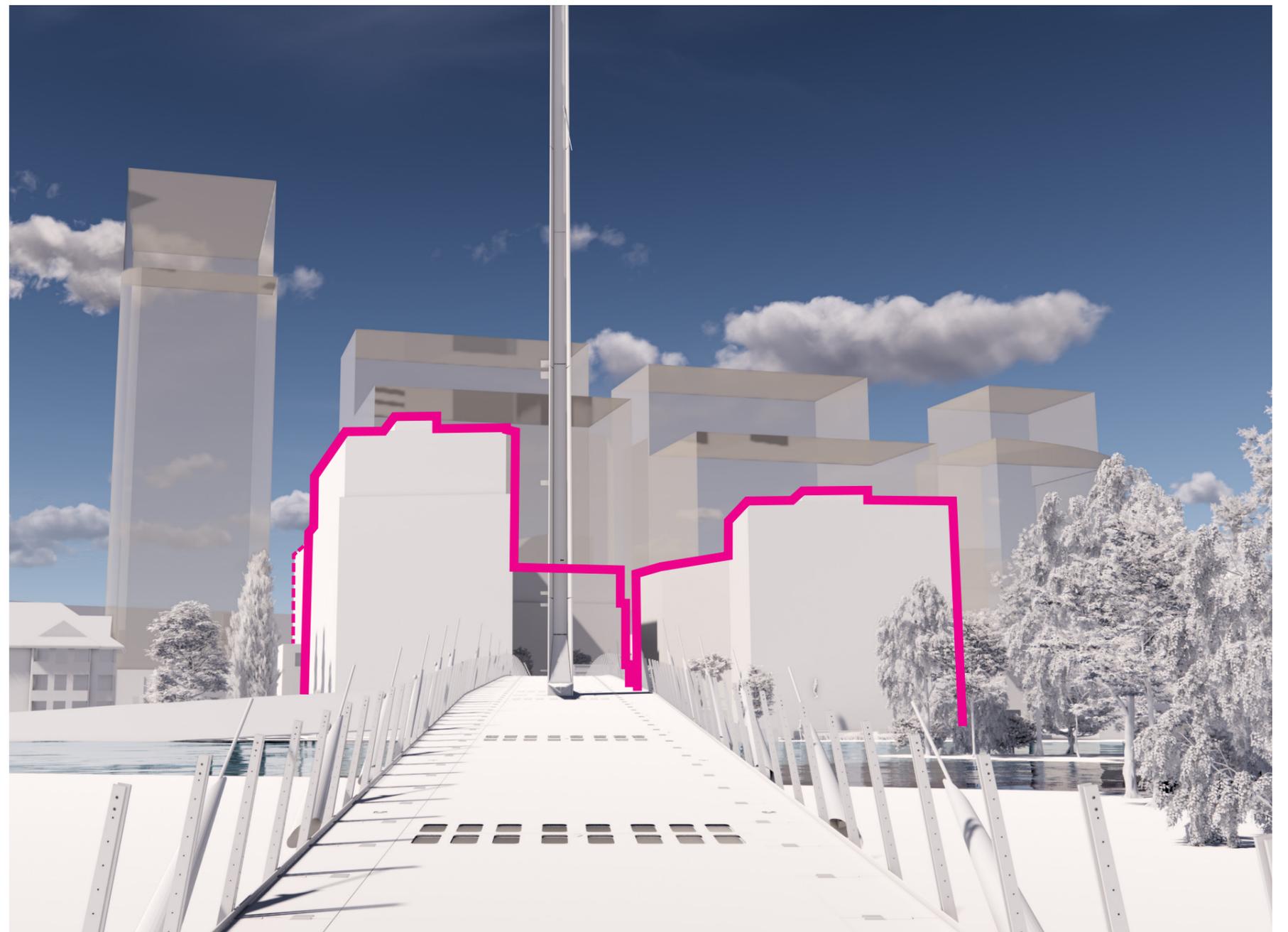
**Assessment of Mr Doyle's Massing 8 (fig.48) vs Fig. Ap.14 View of Appeal Scheme from Christchurch Bridge**

*Fig. Ap.16. Assessment of the building frontage on to the River Thames and relationship to the development between Vastern Road and the station (Doyle scheme Fig.32, view as Doyle Proof of Evidence Fig.48)*



**Mr Doyle's Site Plan (Proof of Evidence, Figure 32)**

The pink lines highlight the extent of frontage presented on to the river



**Illustrative View from Christchurch Bridge**

The pink line represents the extent of frontage presented on to the river with the dashed pink line demonstrating the height of the remainder of Mr Doyle's scheme

*Fig. Ap.17. Accurate render of the view along the towpath (as Doyle Proof of Evidence Fig.46)*