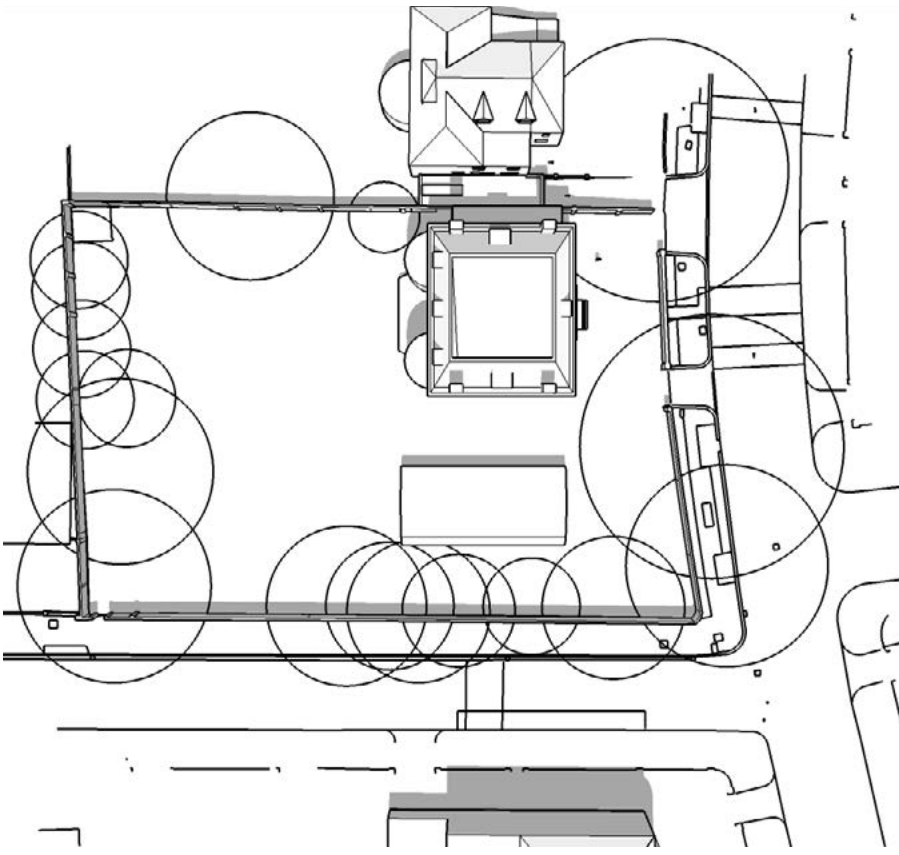
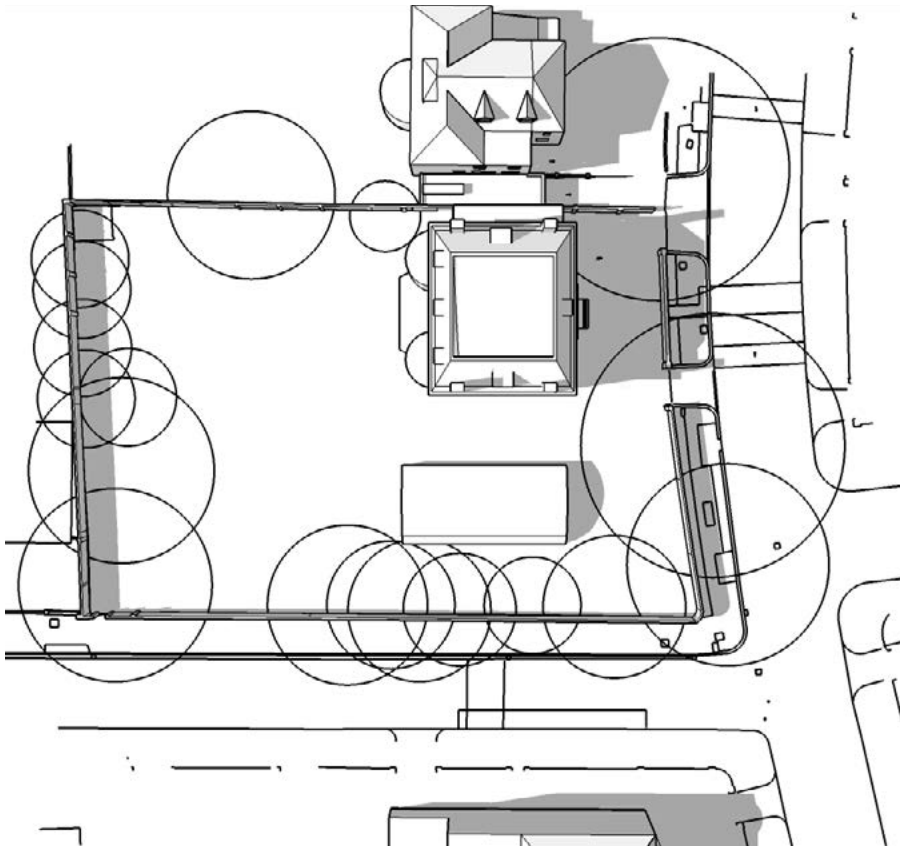


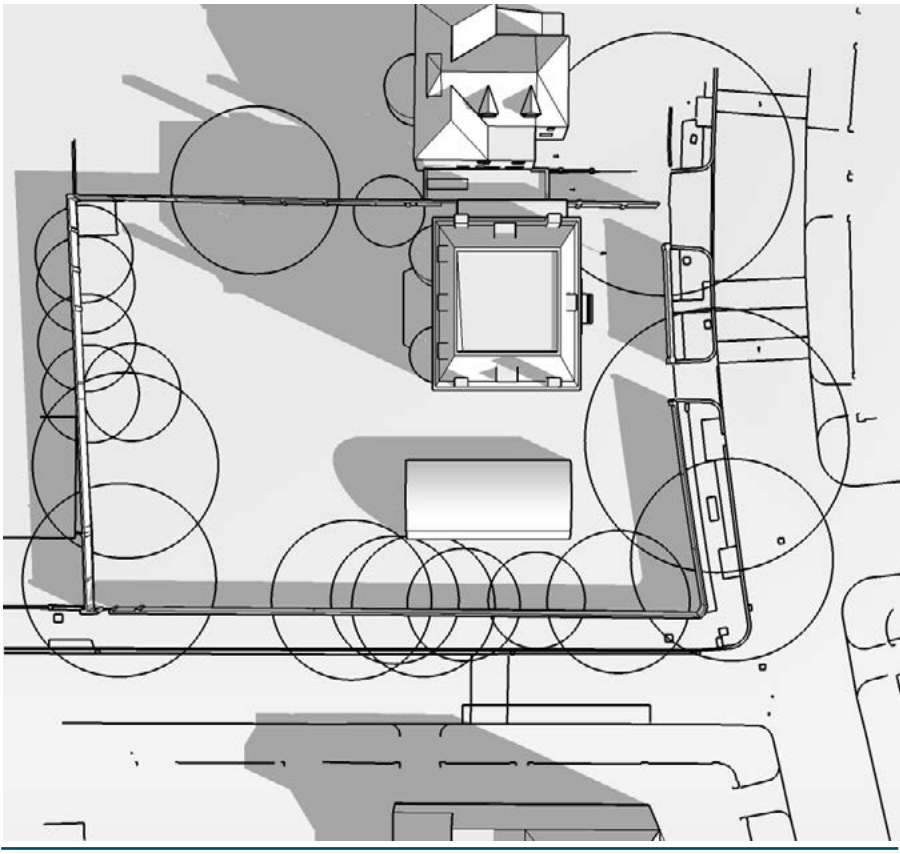
8am June



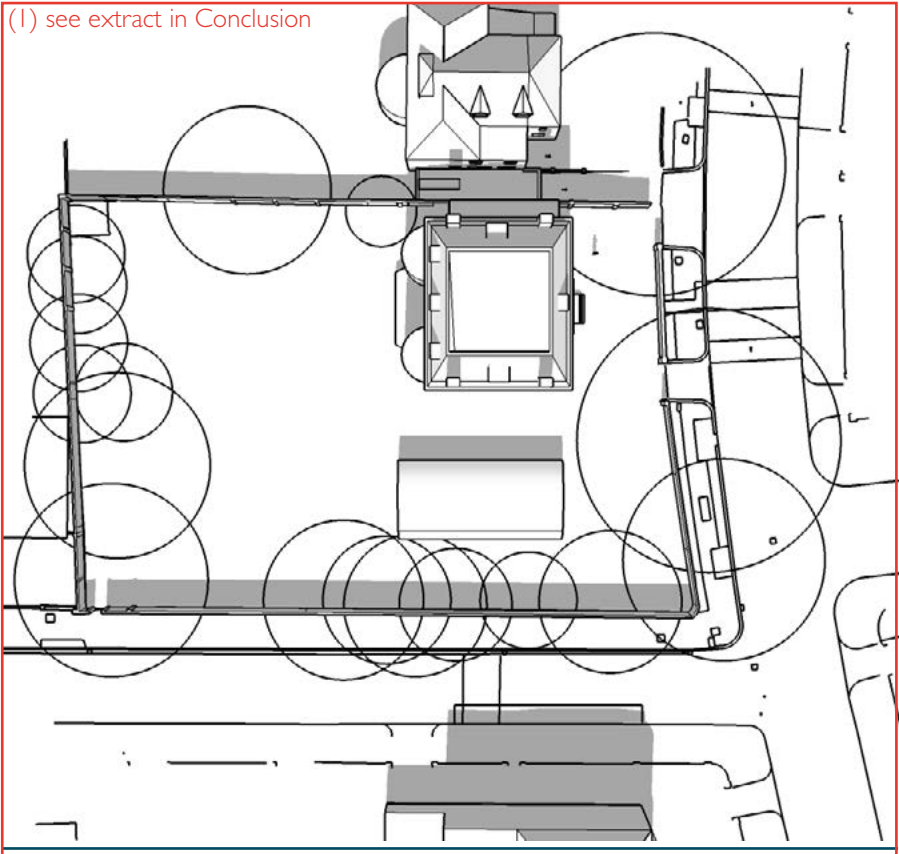
12noon June



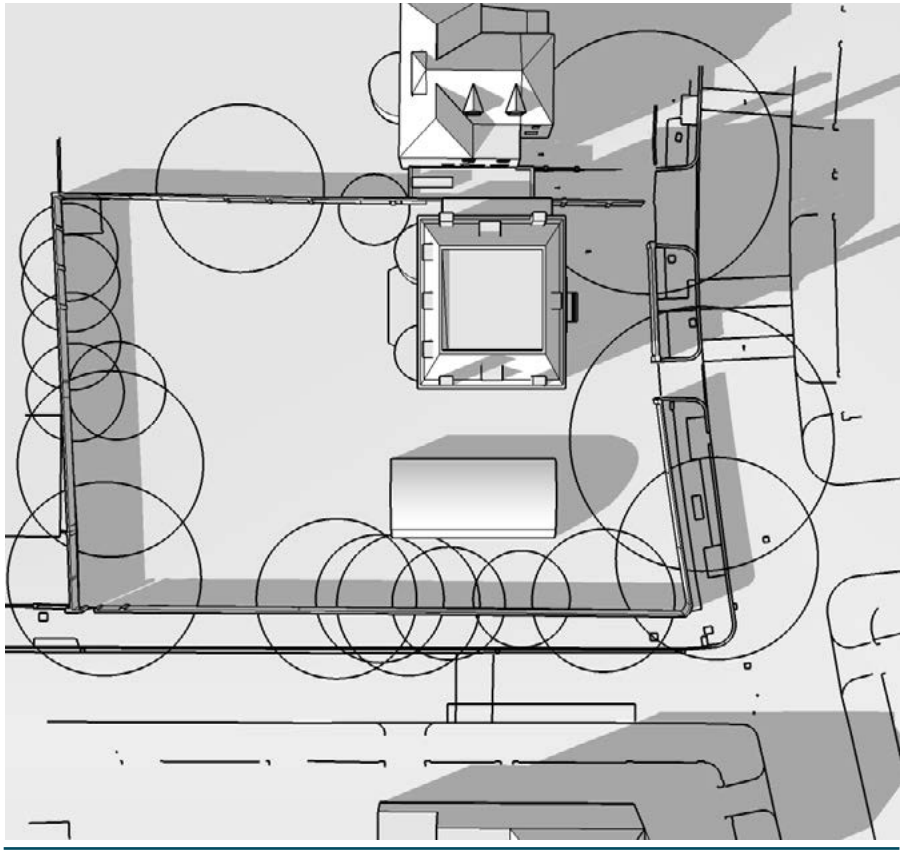
4pm June



8am September

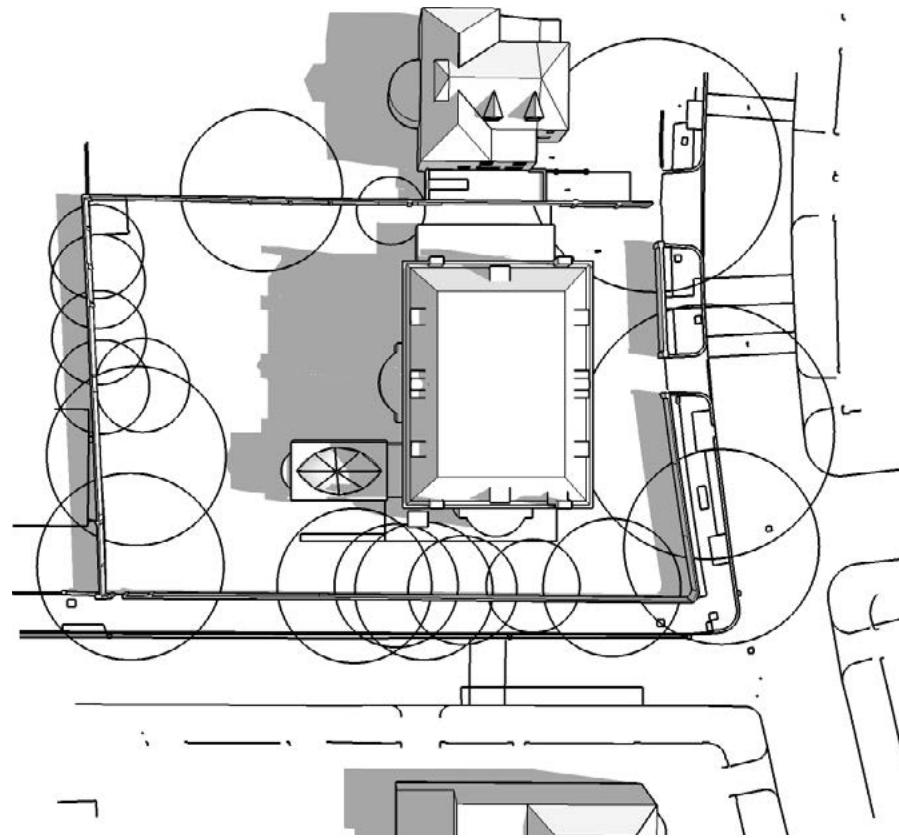


12noon September

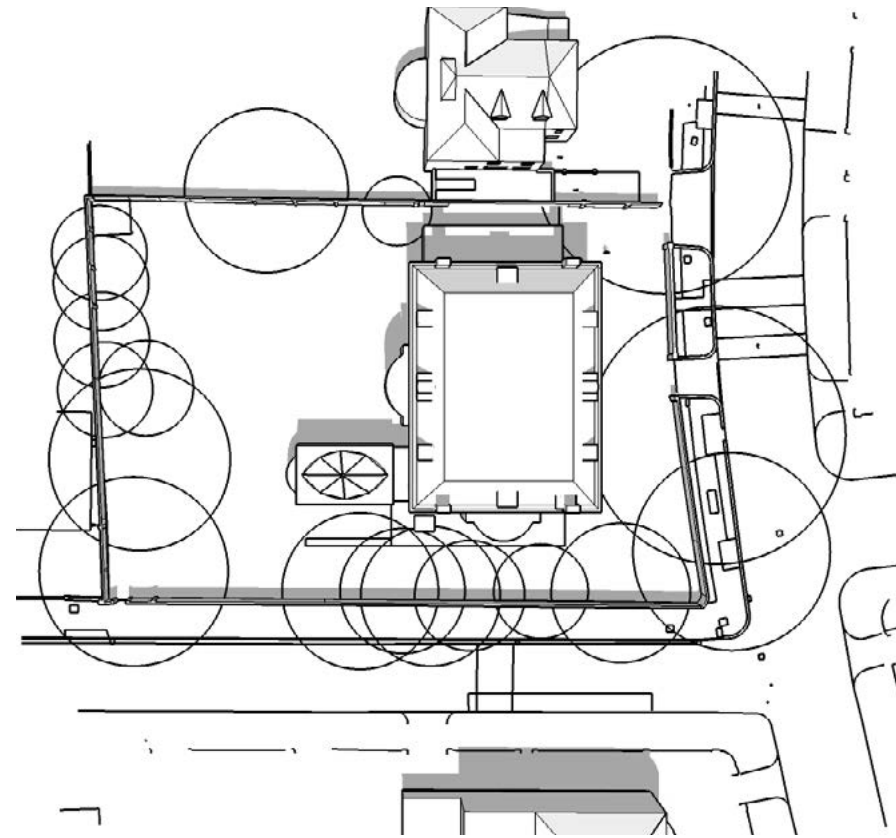


4pm September

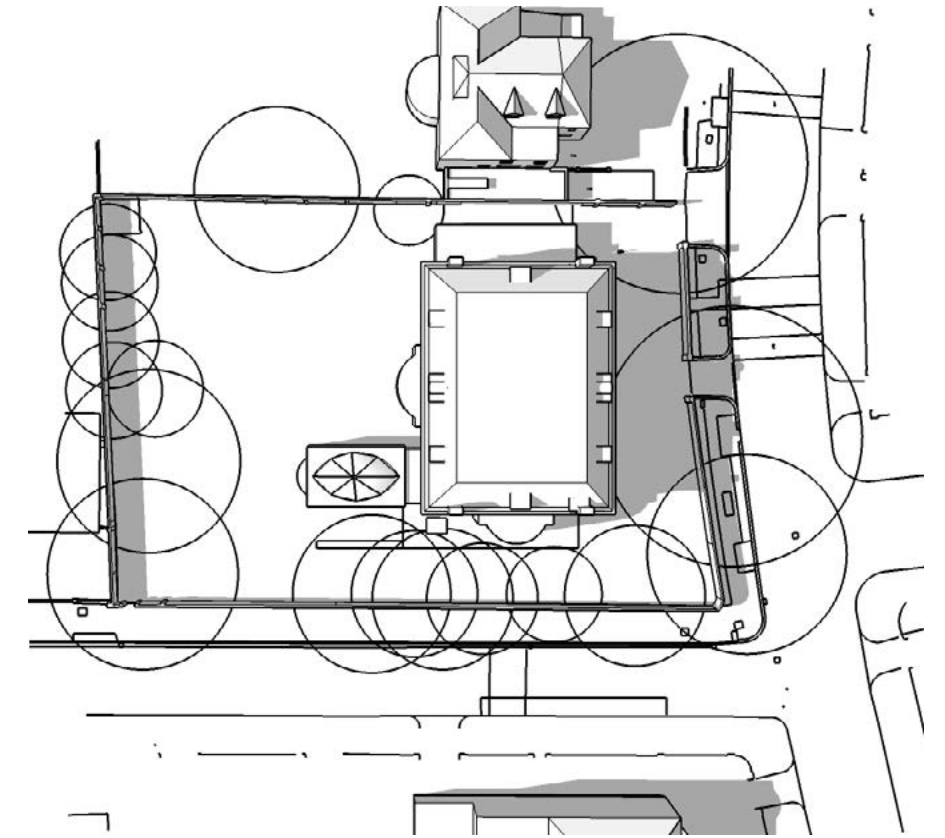
(1) see extract in Conclusion



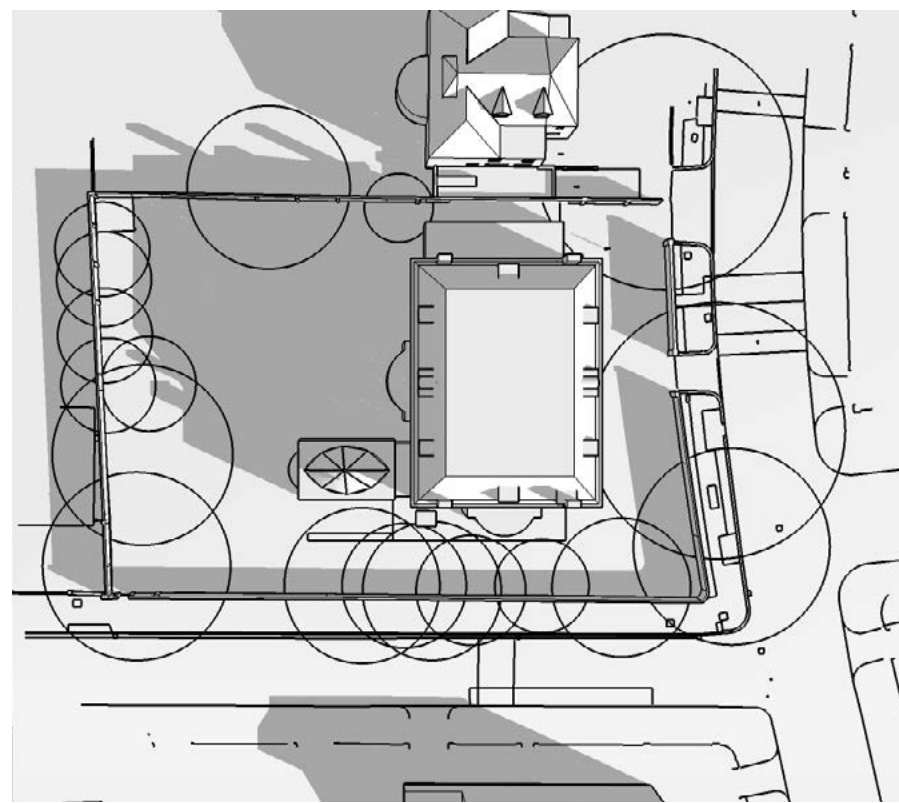
8am June



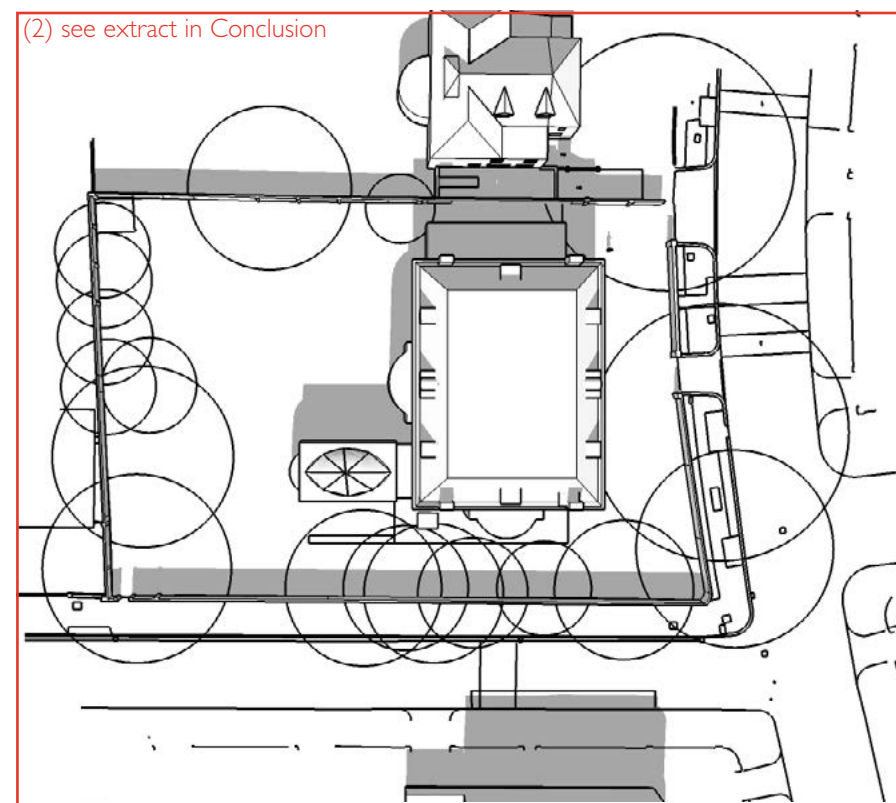
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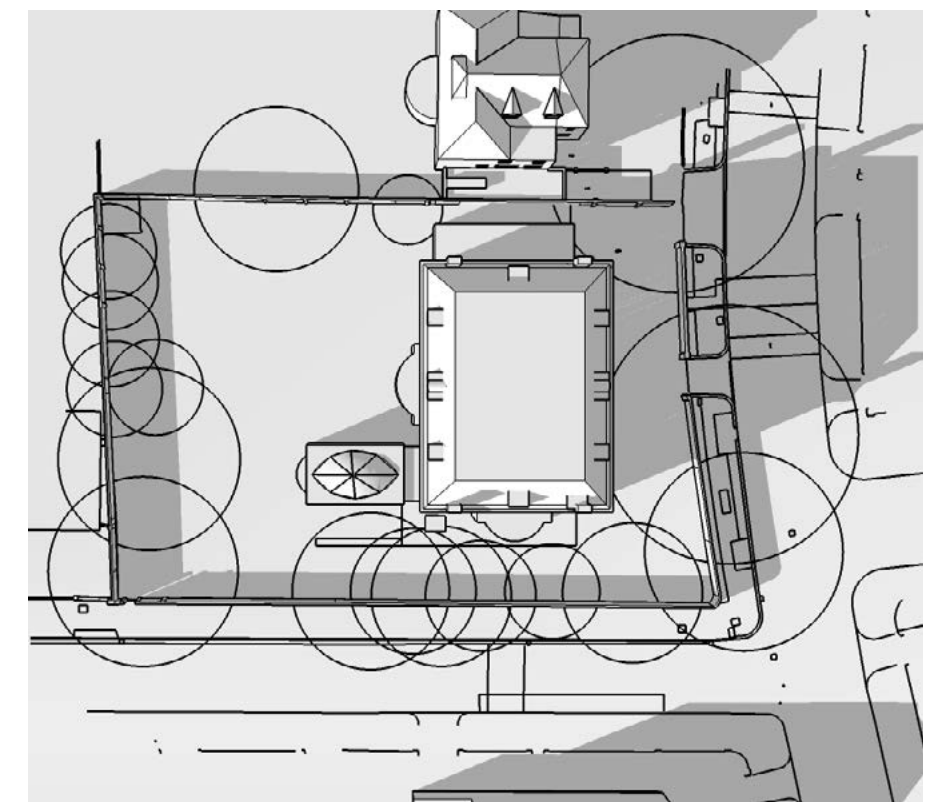
4pm June



8am September

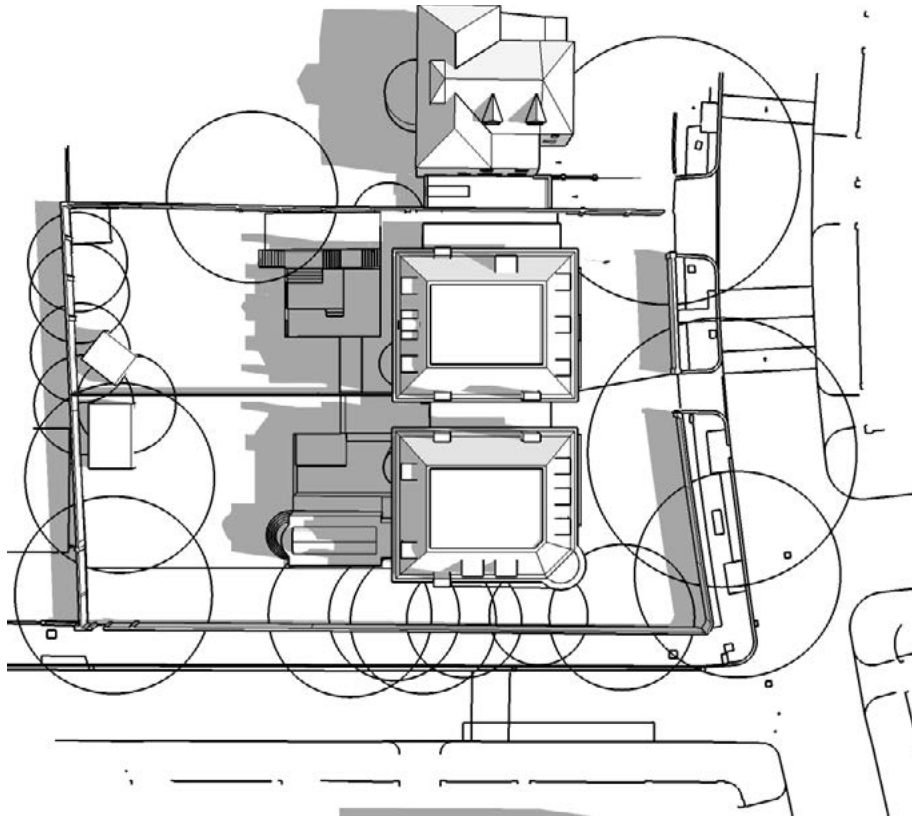


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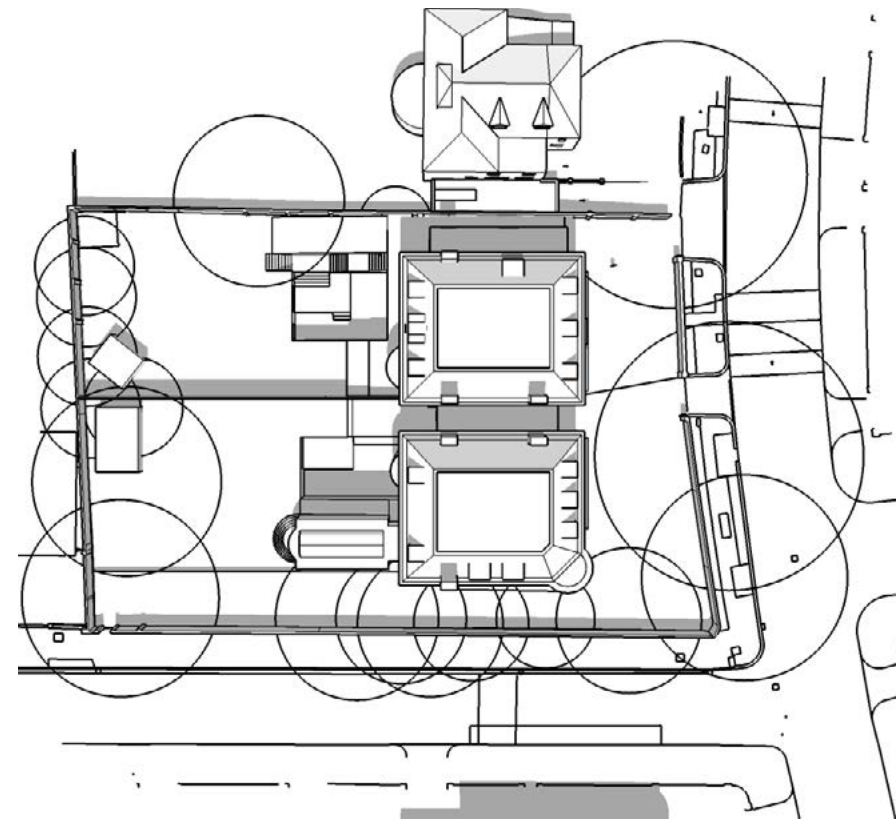


4pm September

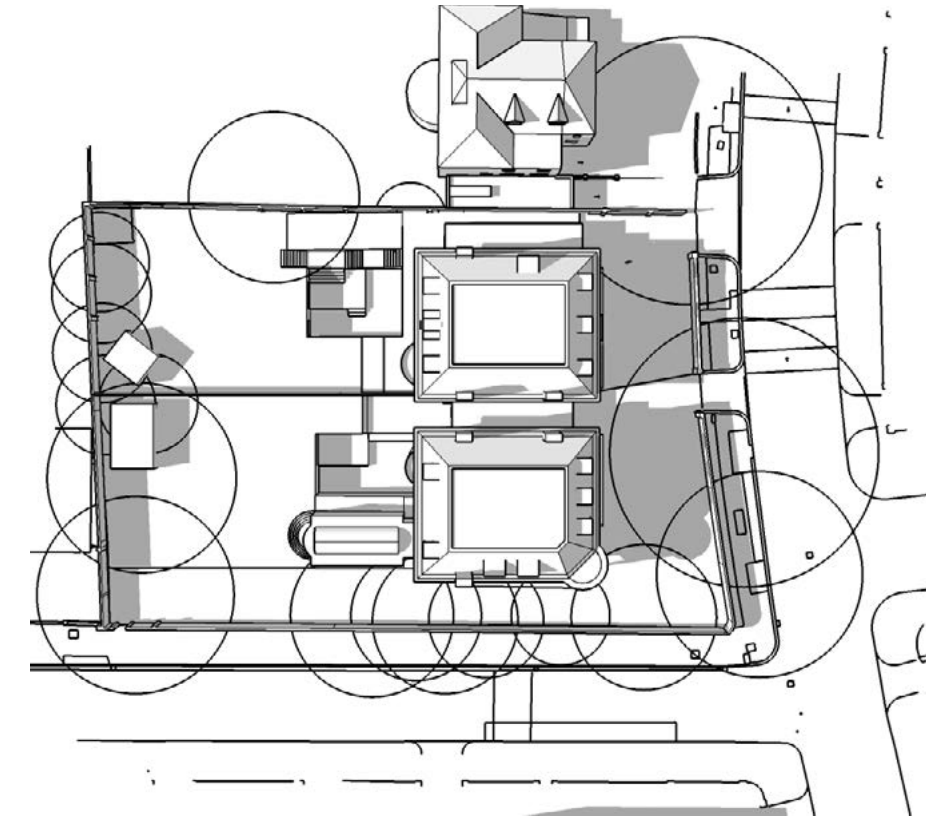
(2) see extract in Conclusion



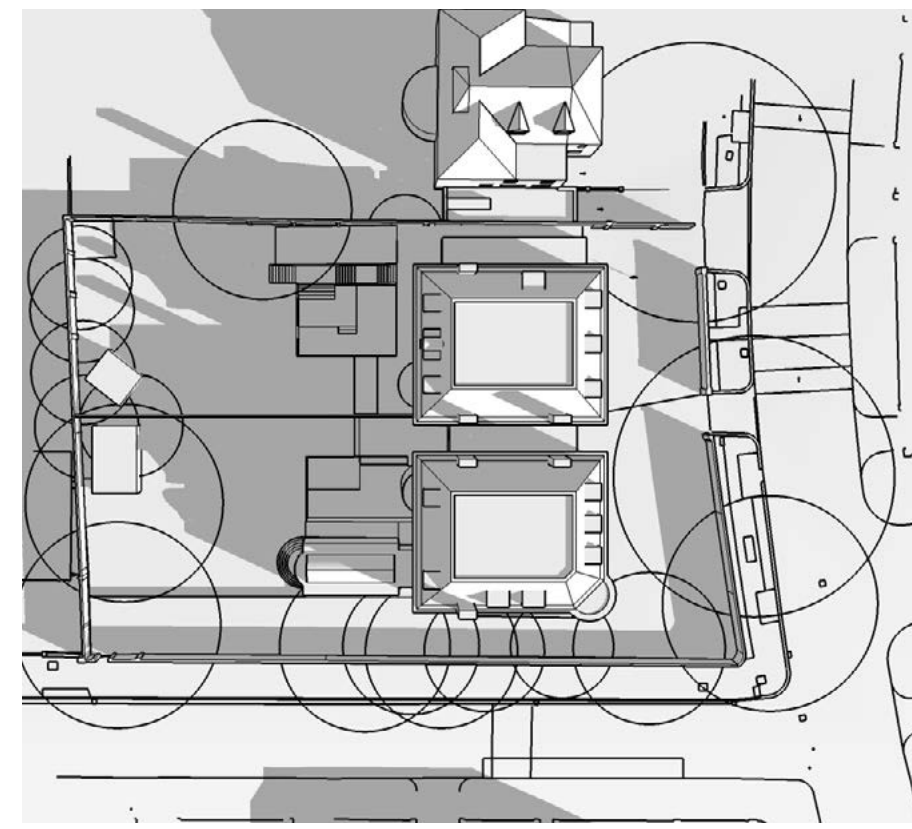
8am June



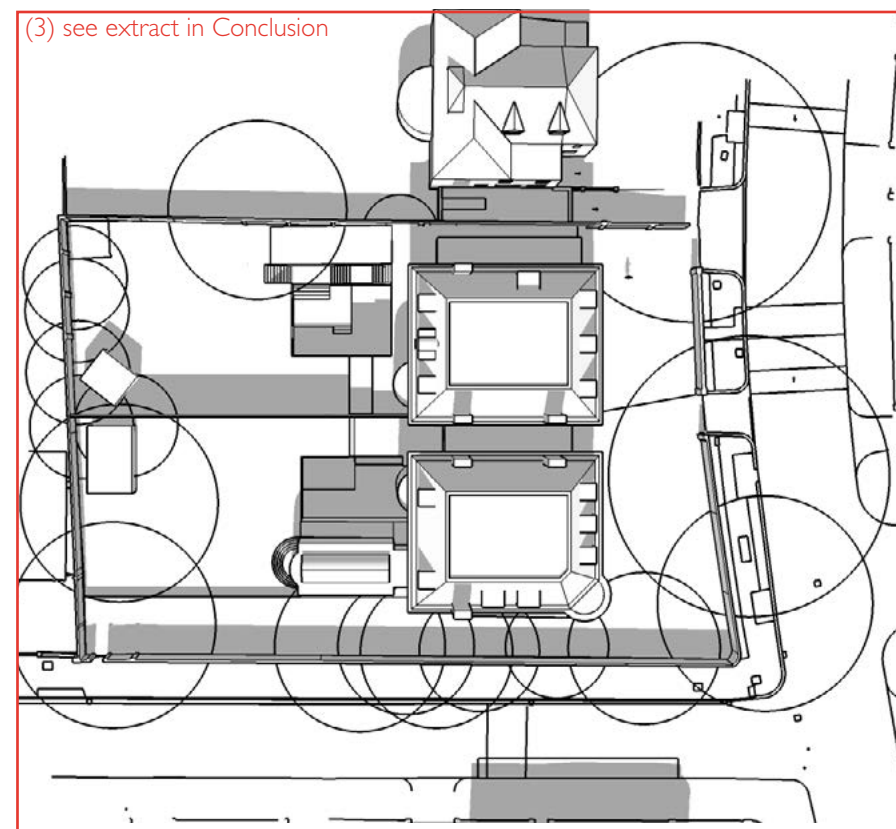
12noon June



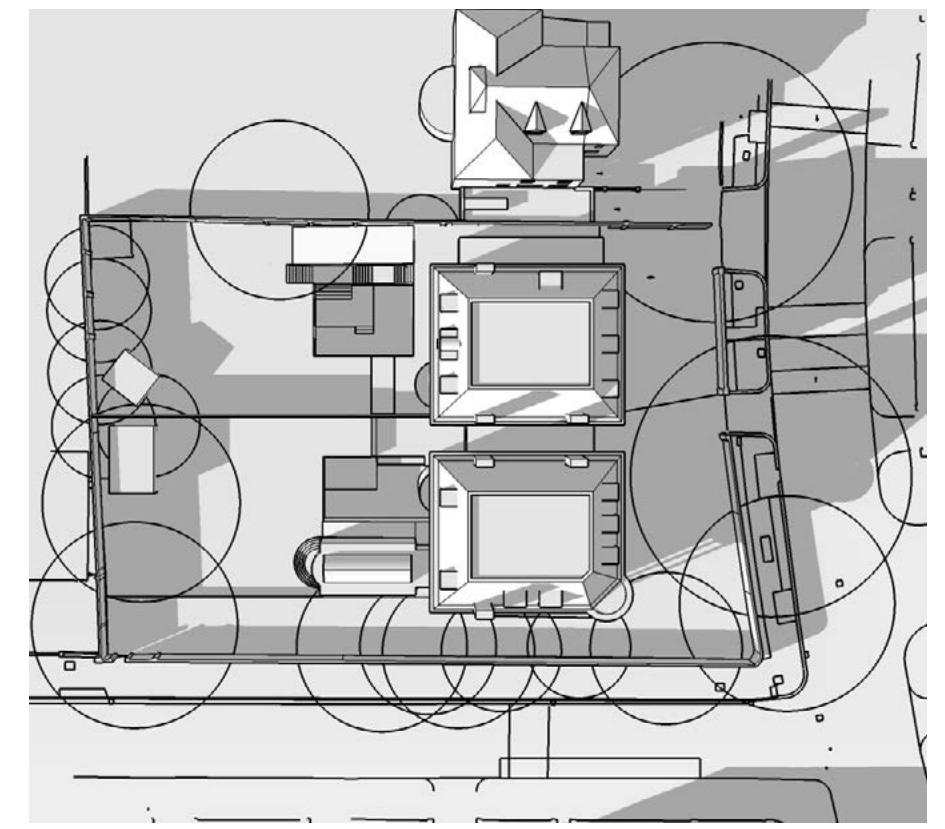
4pm June



8am September

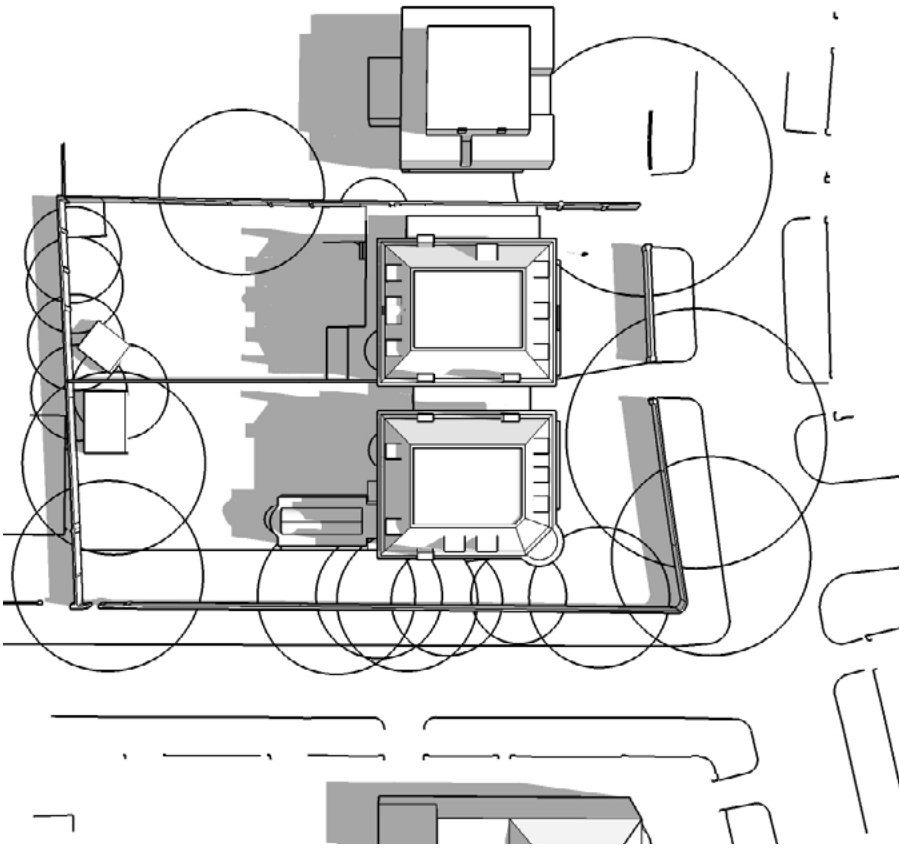


12noon September

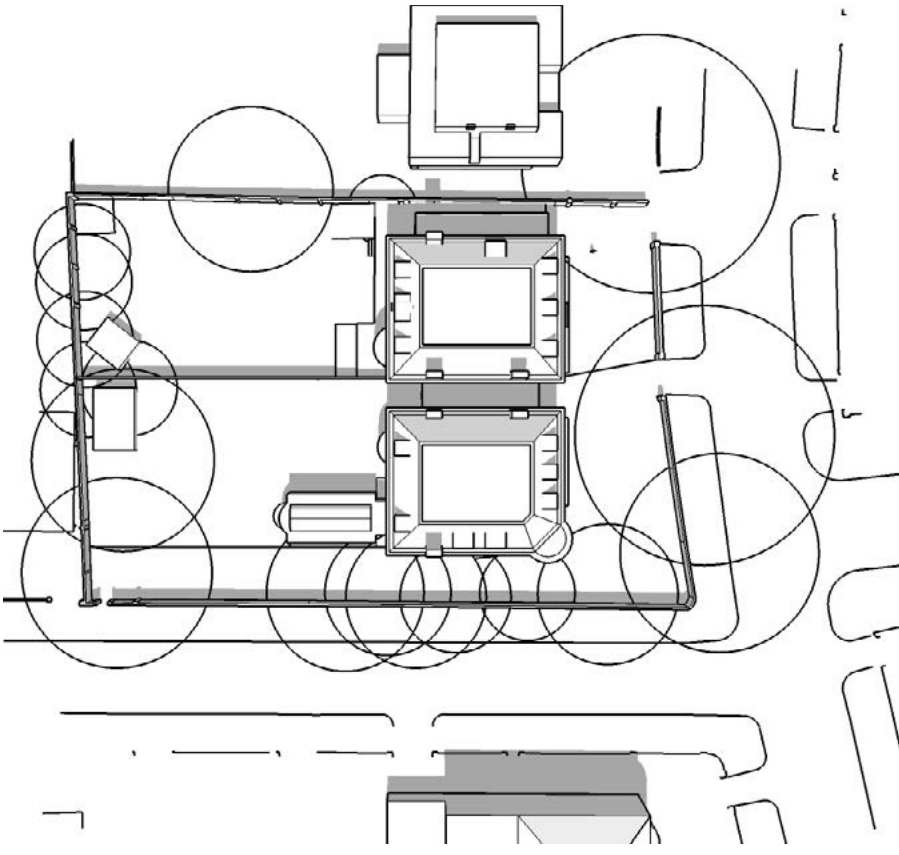


4pm September

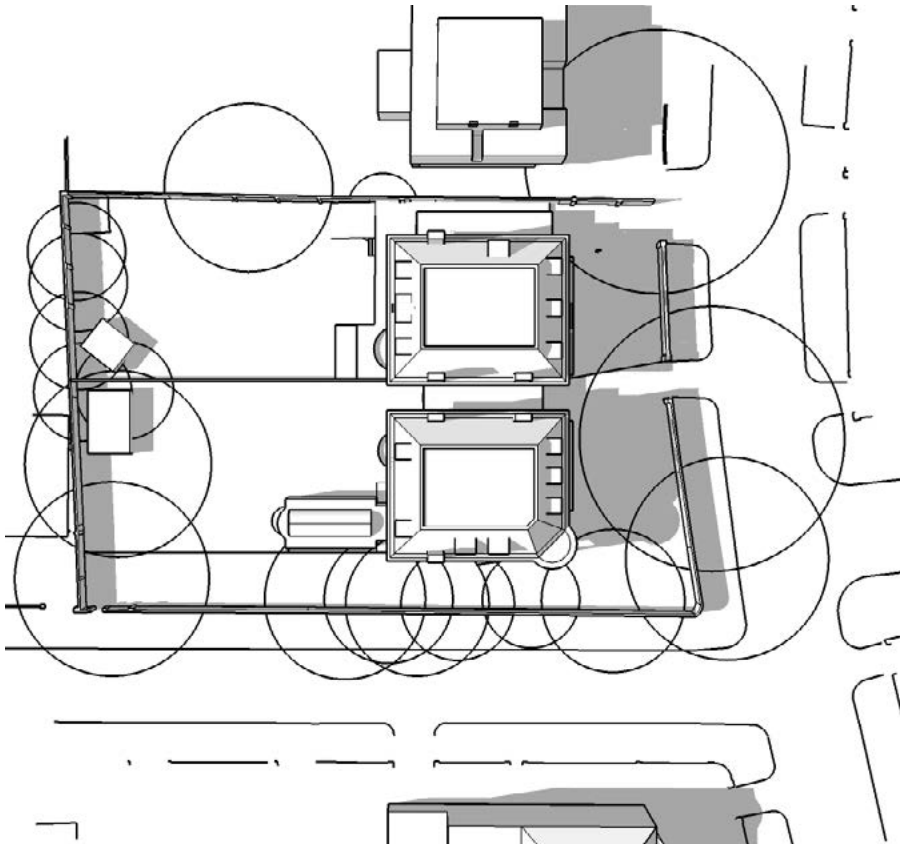
(3) see extract in Conclusion



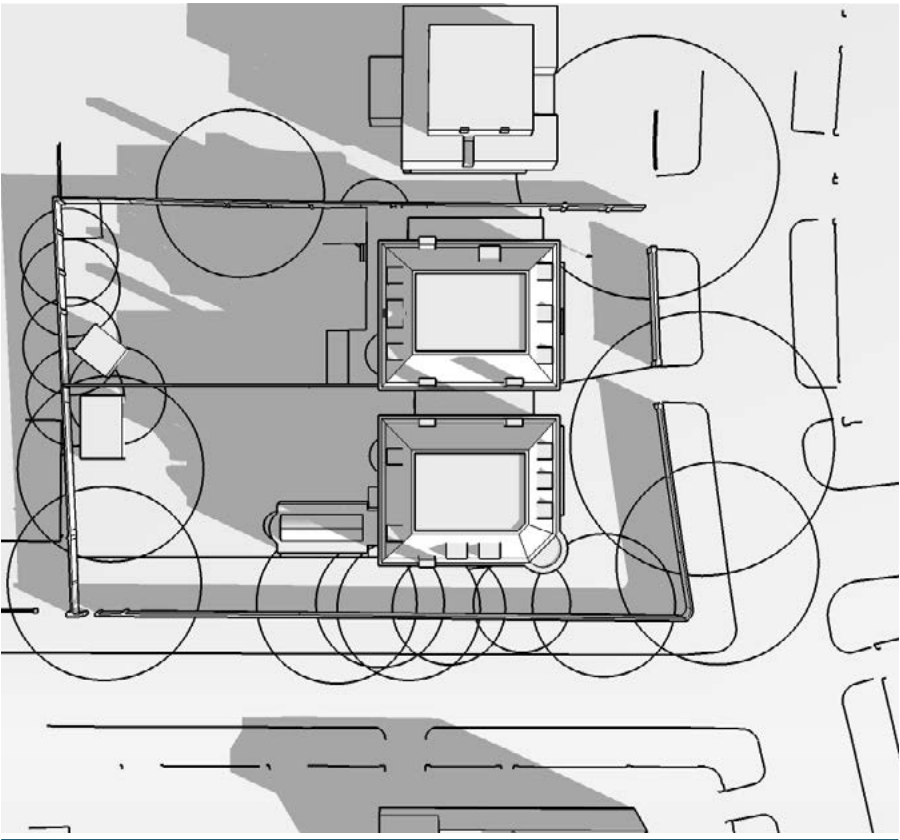
8am June



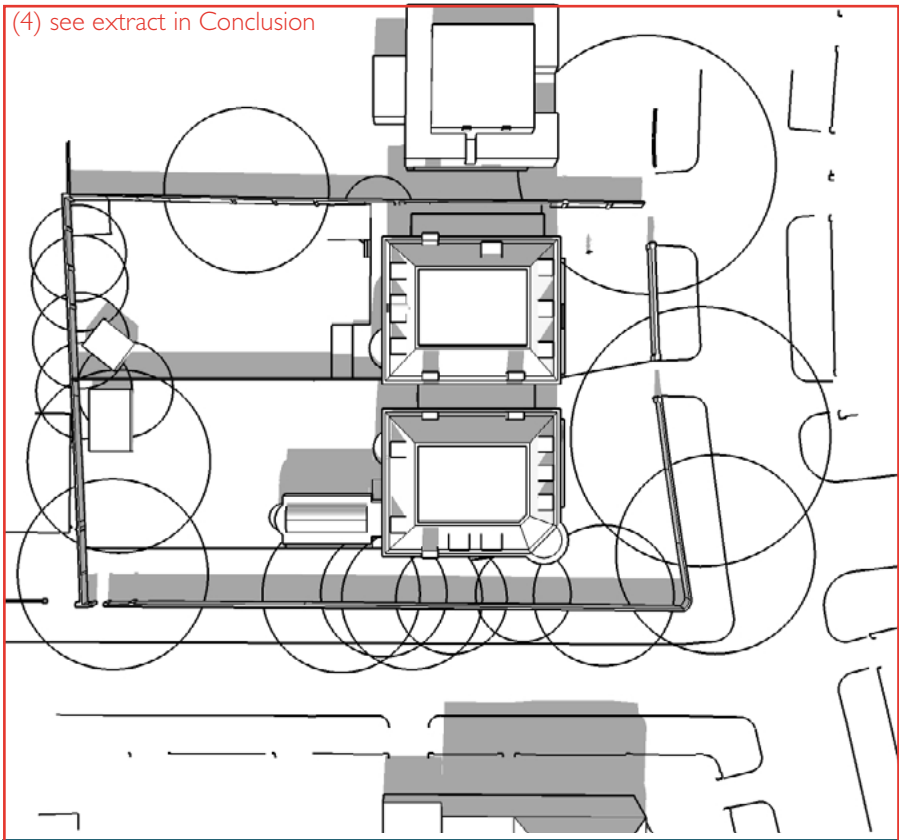
12noon June



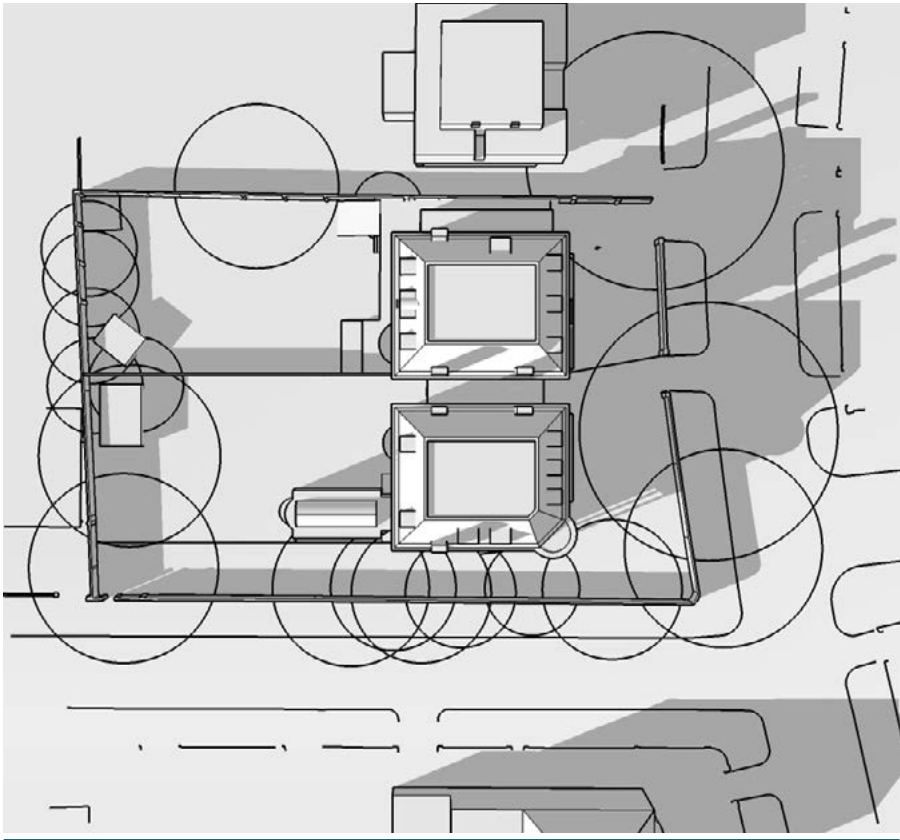
4pm June



8am September



12noon September



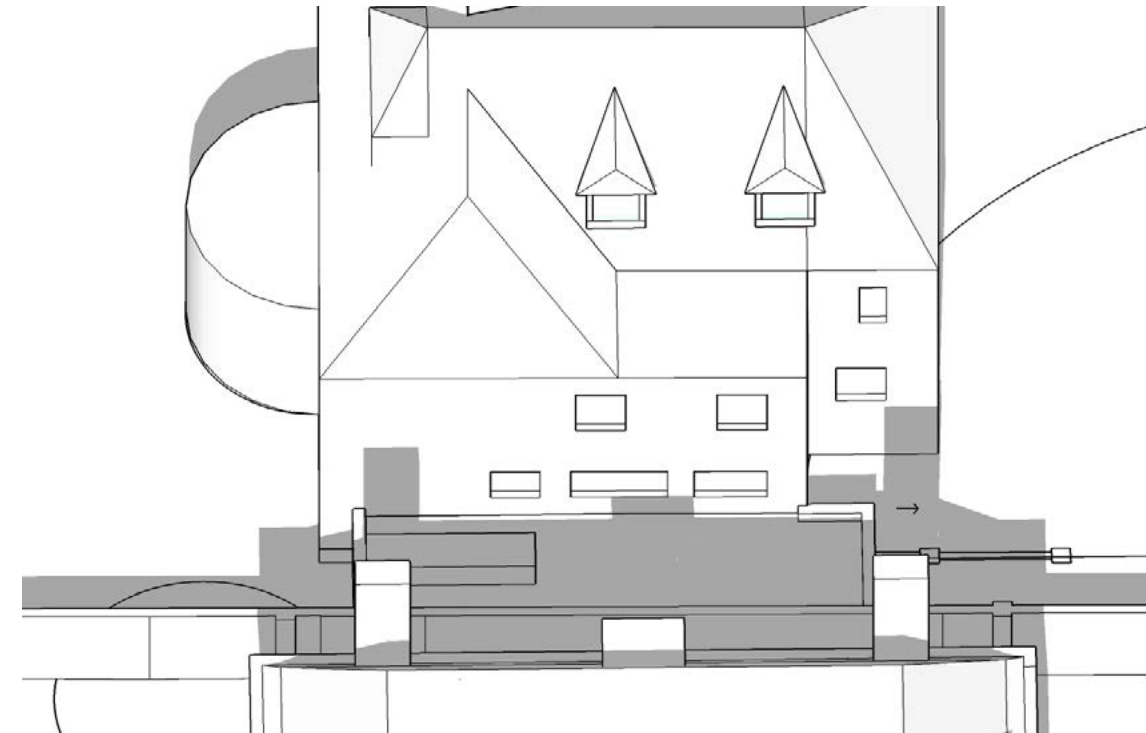
4pm September

CONCLUSION

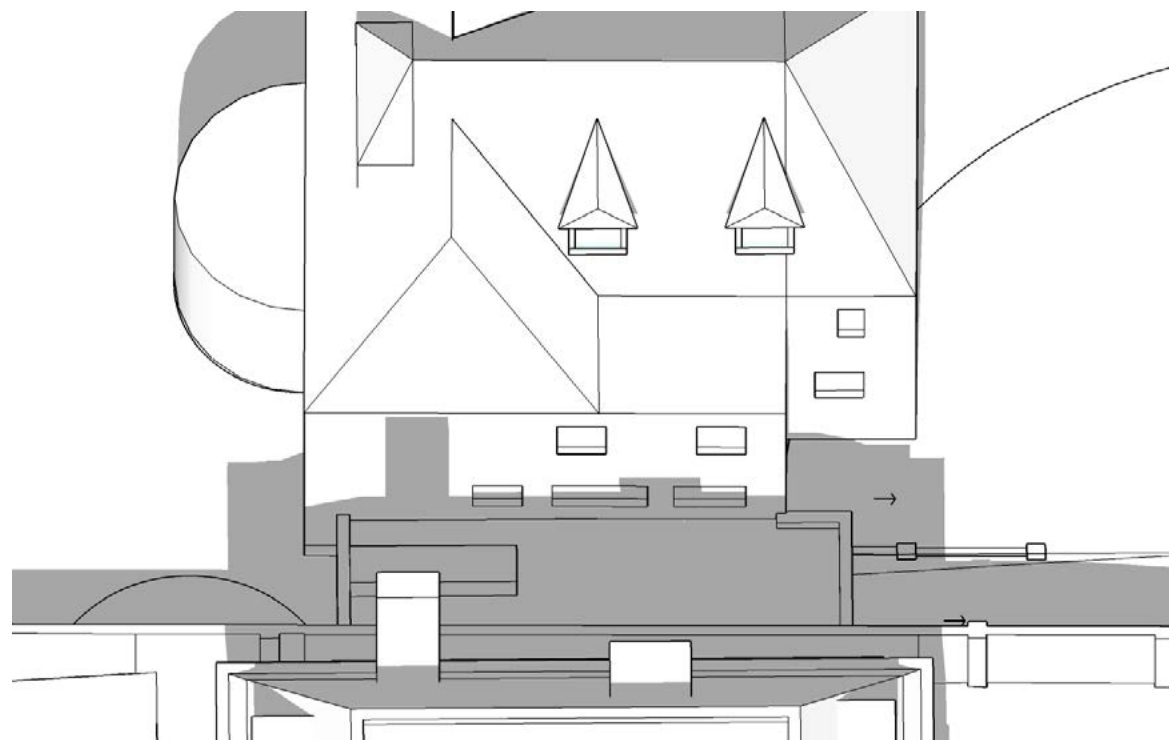
The previous pages show us that there is little to no impact on No.77 Avenue Road during the summer months, as shown in the June plans. The difference in impact of shadows cast on No.77 is highlighted in the September plans, during winter months. For this reason, extracts have been taken of the midday sun in September, when shadows cast from the site of No.73-75 have the greatest impact on No.77.



(1) Extract: Existing 73-75 And Existing No.77 Avenue Road



(2) Extract: Previously Consented 73-75 And Existing No.77 Avenue Road



(3) Extract: Proposed 73-75 And Existing No.77 Avenue Road



(4) Extract: Proposed 73-75 And Consented Scheme For No.77 Avenue Road