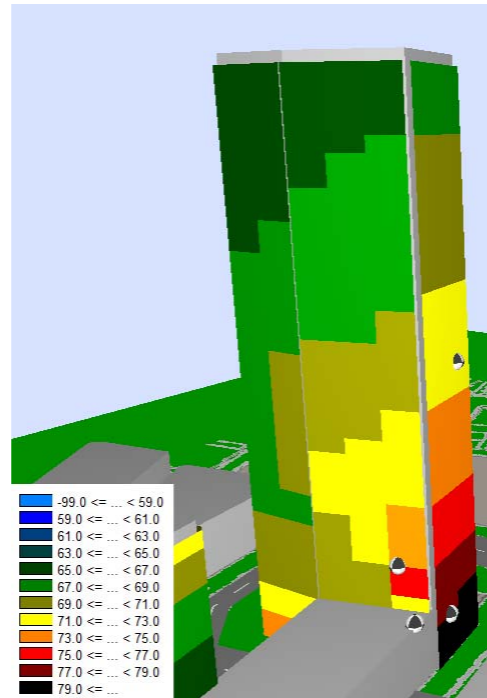


5.09 PUBLIC REALM NOISE ANALYSIS

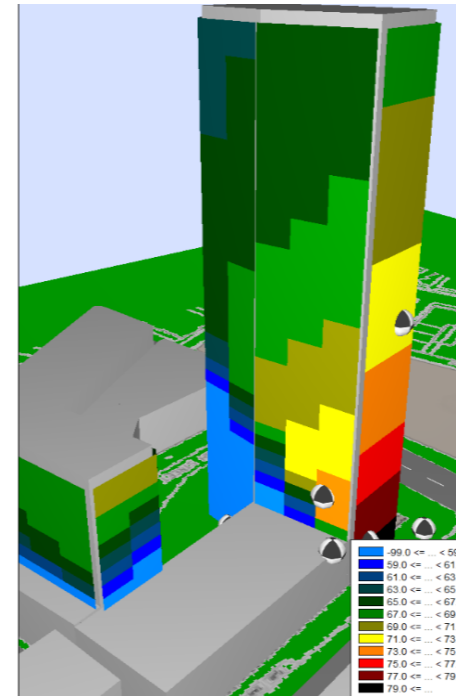
Noise modelling has been carried out as part of Application 1 in order to map changes in environmental noise across the site as a result of the developing proposals for the public realm and infill below the bridge. It is considered that this noise modelling remains valid.

By removing traffic from the area (through rerouting and closure of St. Giles High Street) and screening of the square from New Oxford street (through partial infill of the bridge link brought about by Application 2), the dual impact of proposals results in a quieter square and a net reduction in noise impact across residential facades.

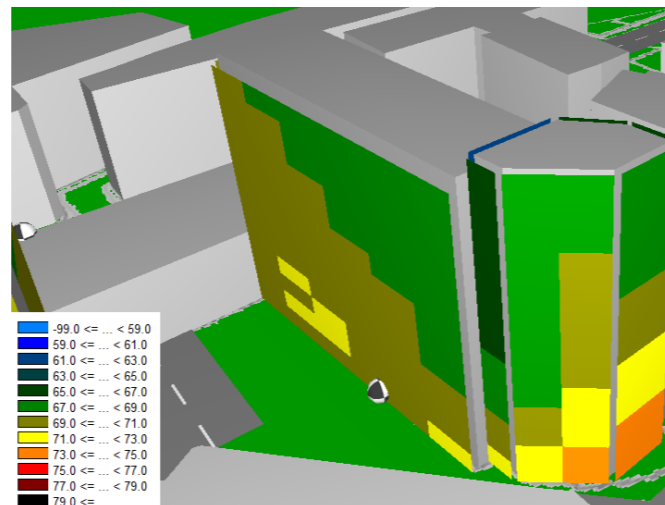
Note: The reduction in net noise impact referred to in the studies includes for an increase in noise brought about by an increased volume of pedestrian traffic and the introduction of seated persons within the square.



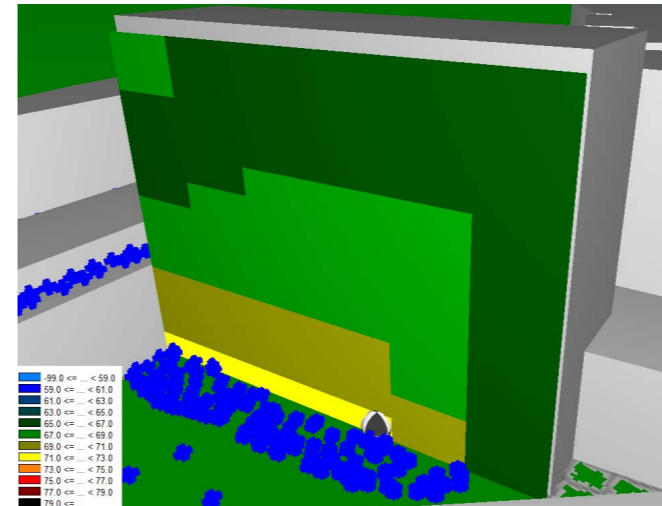
NOISE MODELLING - WITH TRAFFIC



NOISE MODELLING - CLOSED SQUARE WITH R01



NOISE MODELLING - WITH TRAFFIC



NOISE MODELLING - CLOSED SQUARE WITH R01

5.10 HERITAGE APPROACH

The Unit incorporates a number of very distinctive design features of Centre Point complex, creating much of its iconic character at ground level.

The unit has been designed to be a delicate and very transparent glass box that touches the ground and soffit lightly. The space would be completely free of new structure. The full-height sliding glass facades would have no visible fixings.

The existing heritage items: ribbed concrete soffit, and sculptural tops to the blade columns are key details demanding that new retail glazing touches the soffit minimally. As such services will be located within the floor build-up as much as possible.

The space is positioned such that it is recessed from the bridge facade to maintain the primacy of level 01, whilst being positioned to fully enclose the easterly pair of blade columns below.

Glazing will extend to the ribbed soffit of the bridge so as not to conceal the sculptural column heads nor obstruct the line of the ribbed soffit running through. The existing road build-up allows a deep floor with displacement ventilation from below.

Key heritage considerations:

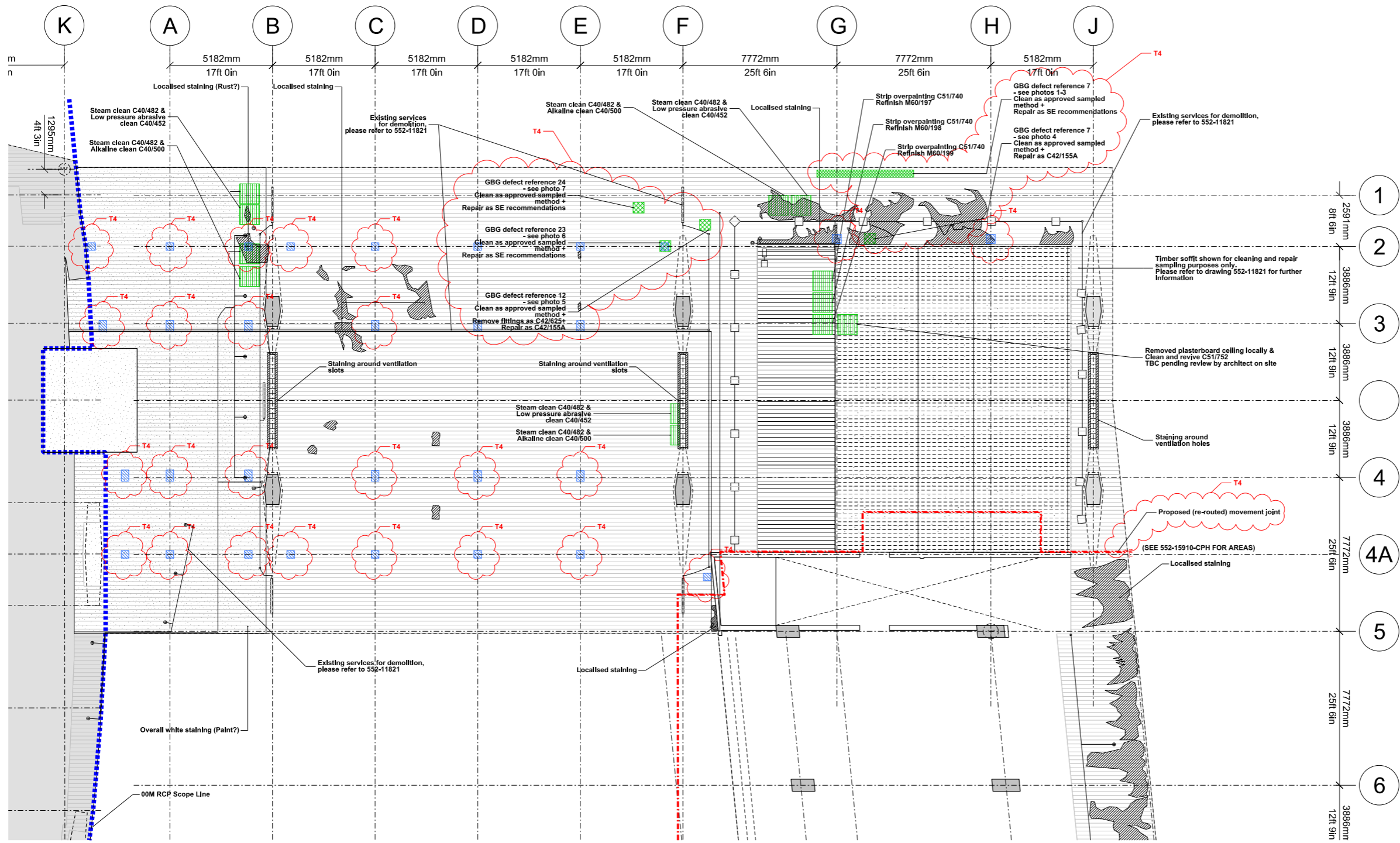
- Iconic sculptural tiled columns will be preserved untouched with no decoration, covering, fixtures, signage and will be fully visible externally.
- The ribbed concrete soffit runs continuously outside and inside the glazing line of the unit. There will be coherent lighting and minimal fittings.
- Continuous paved surface from outside square to inside the unit. The interior floor finish will be expected to give seamless transfer from interior to exterior where visible. This complements the continuity of the ceiling surface allowing the unit to feel part of the public space and avoids undermining the bridge composition.



Underside of projecting stair



Sculptural tiled piloti columns



Photos 1-3 SE Condition Survey Reference 7 'Numerous areas of spalled concrete and previous repairs'

Photo 4 SE Condition Survey Reference 8 'Hole through soffit'

Photo 5 SE Condition Survey Reference 12 'Remnants of past fixings. Rust staining present.'

Photo 6 SE Condition Survey Reference 23 'Patch repair exposing aggregates' (probable infill of hole in slab, see key)

Photo 7 SE Condition Survey Reference 8 'Previous repair. Potential risk of spalling'

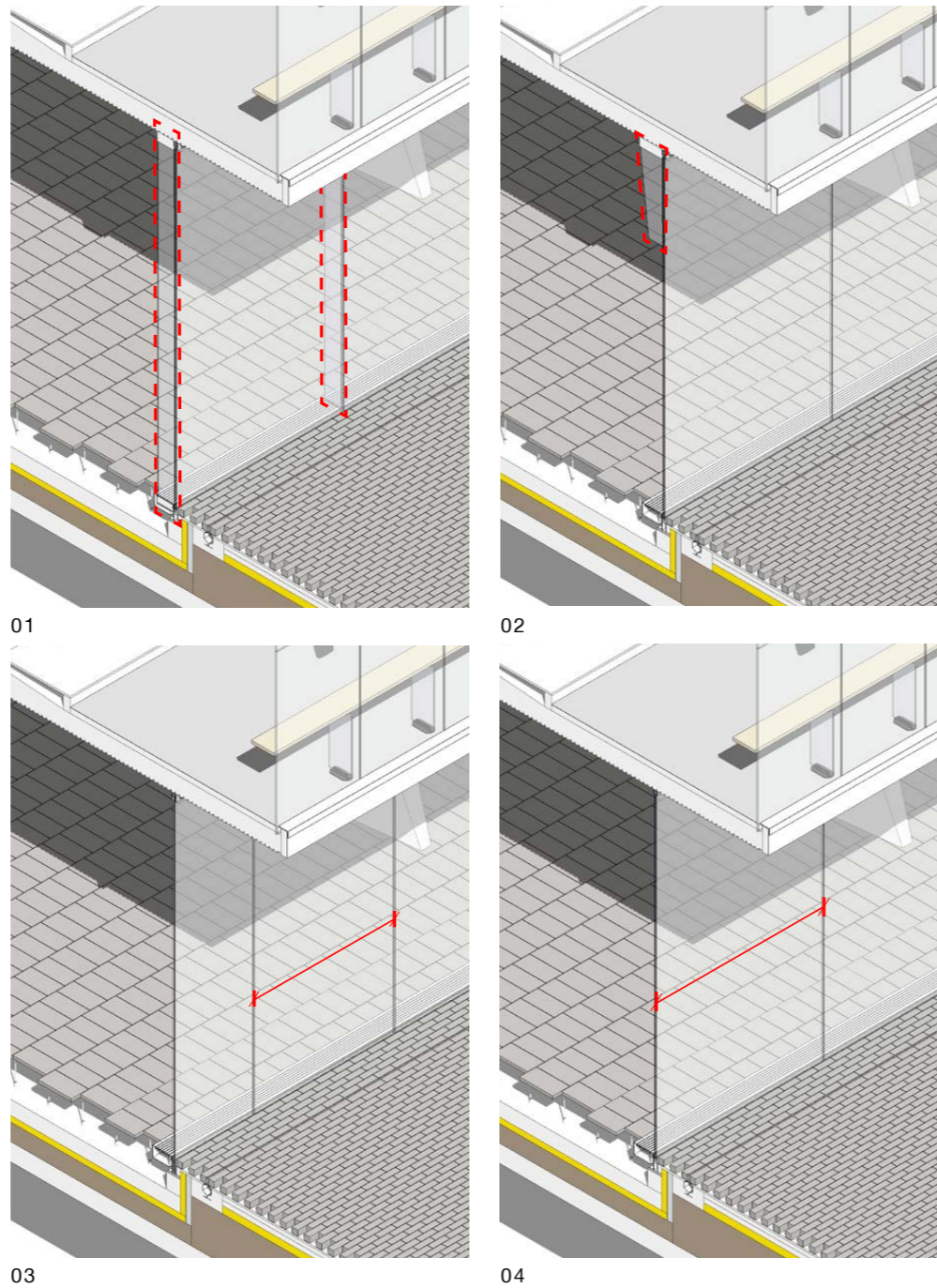
Restoration works to heritage features (covered within application 1) have been developed to a high degree of detail. The plan above shows the condition survey already undertaken and proposed cleaning and remediation to date.

5.11 EVOLUTION OF GLAZING DESIGN

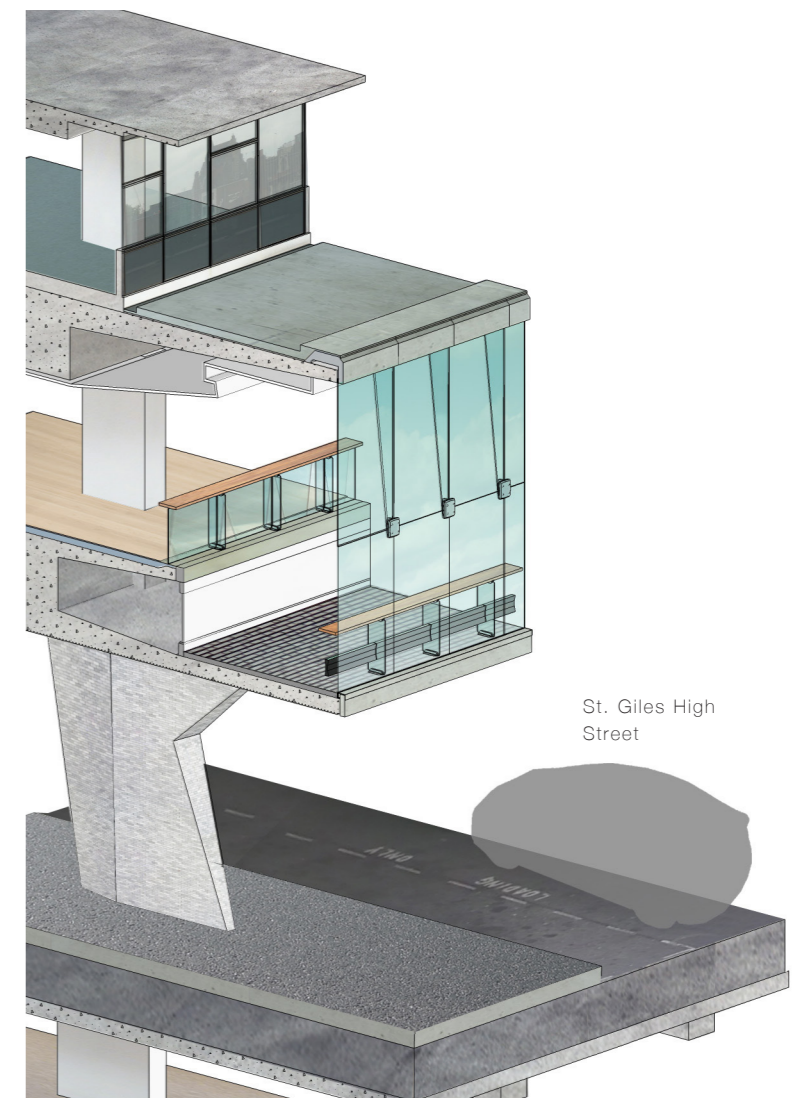
A series of options for the retail glazing for R01 sought to be both minimally obstructive to views through the unit and have been tested in the development of proposals for this planning application.

The proposals mitigate against additional visual clutter by comprising foot-fixed cantilevered glazed panels supported at the head by a restraint channel point-fixed to the existing soffit and additional soffit fixings brought about by vertical supports.

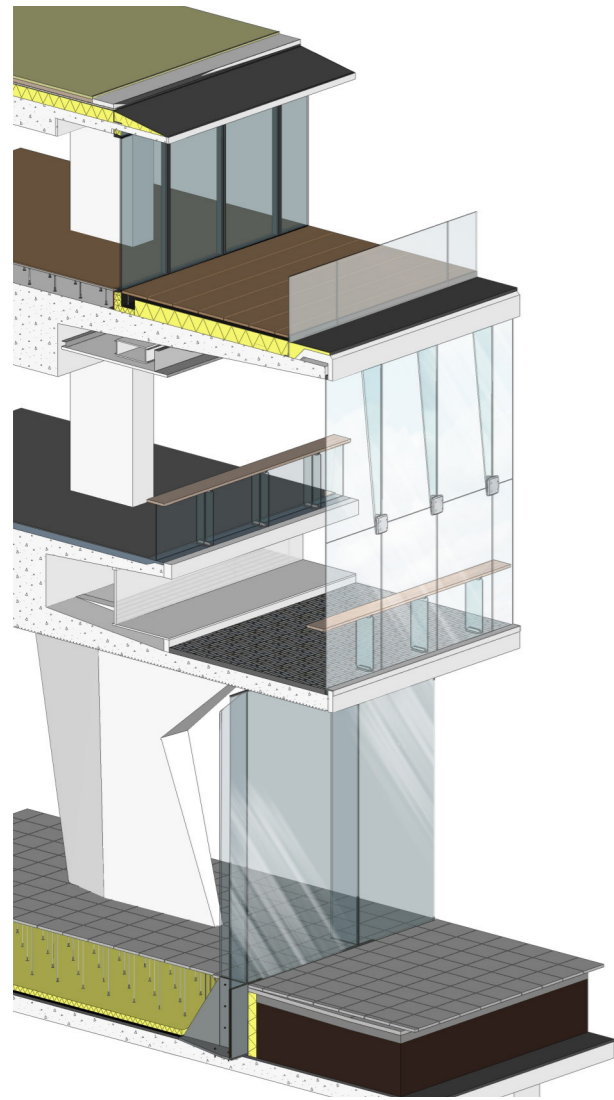
Additionally, the detailing and coordination of glazed panels to match that of the bridge link glazing above, allows the unit below to blend in to the original composition of the scheme, with a comparative degree of lightness, whilst still adhering to modern standards of energy efficiency.



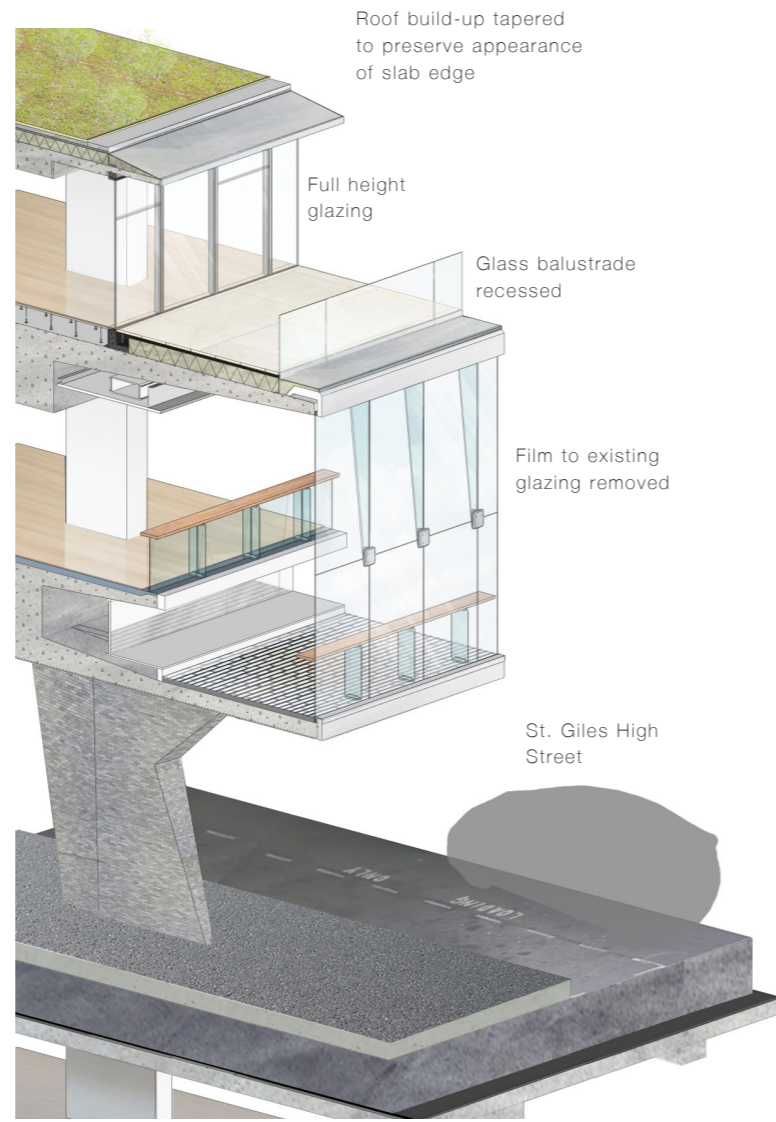
Glazing solutions considered throughout project development -
 01: Full height glazed fins. 02: Glazed brackets at pane head. 03: Cantilevered glazed panels sized for economy, no fins. 04: Larger cantilevered glazed panels sized to match 2x panels as floor above, no fins.



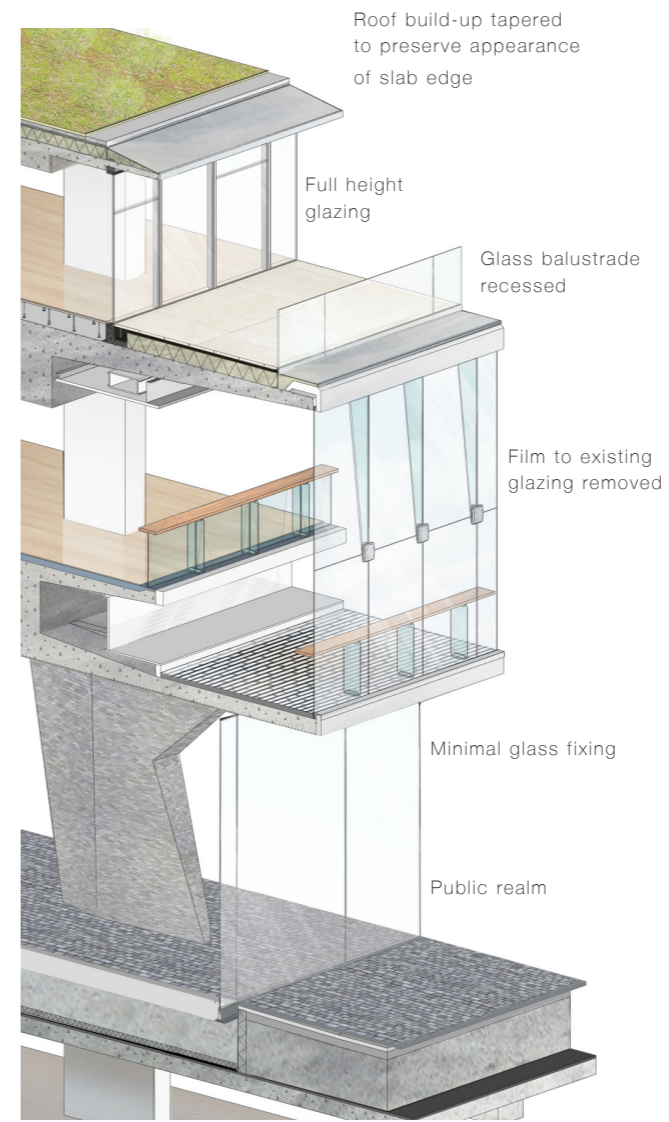
Section Study - Existing Bridge Link Facade



Section Study - Original Proposals for extension below bridge (2012)



Section Study - Application 1



Section Study - Application 2 Proposed Bridge Link Facade (2015)