

Appendix 1

Schedule of Objectives as approved at Gateway 3

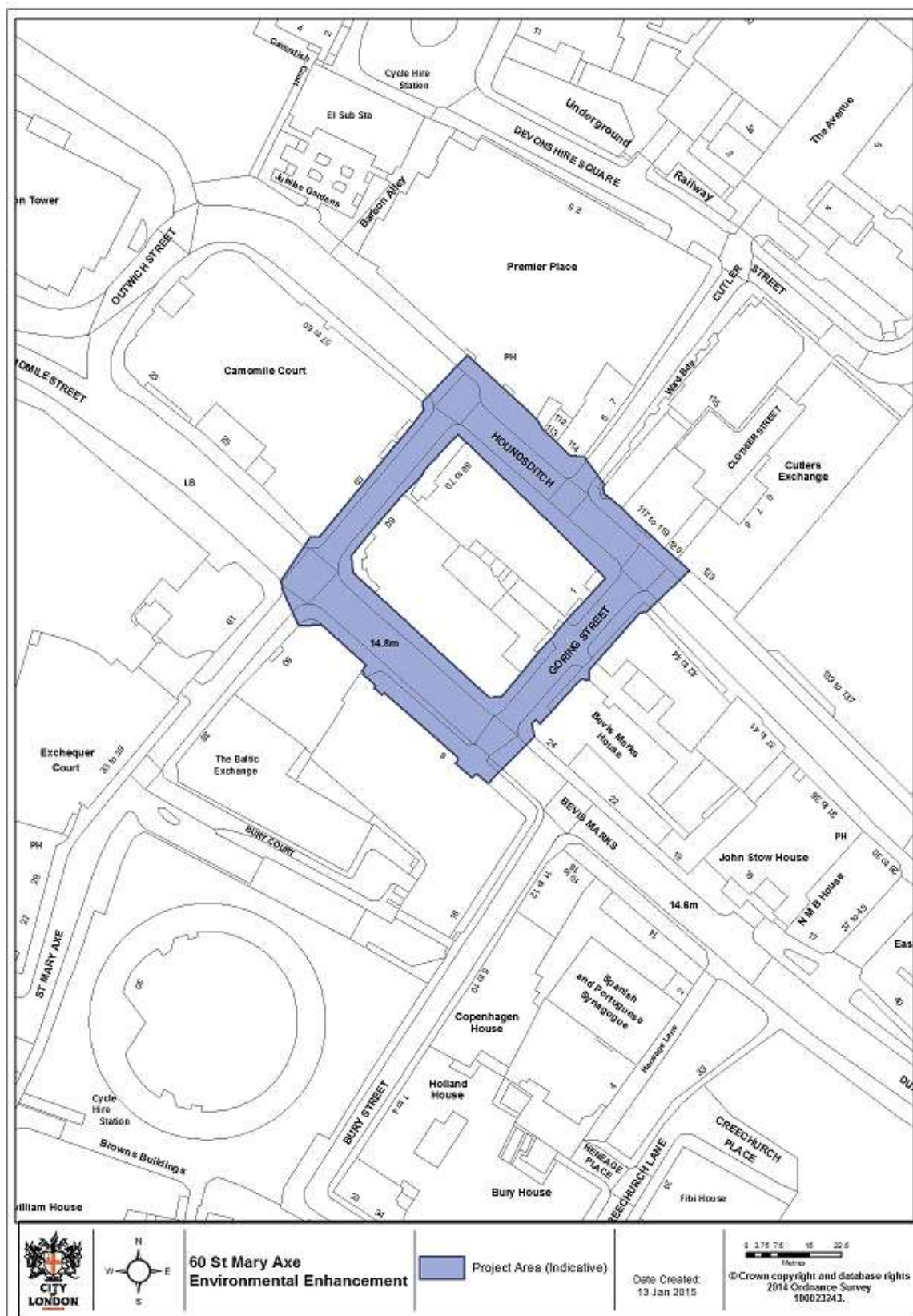
60-70 St Mary Axe – Issues, Objectives & Next Steps			
ID	Issue	Objective	Next steps
Environment			
E1	Meeting the levels and kerb lines that have been agreed.	EO1: To create a design that meets the needs of all stakeholders, and which can be appropriately maintained.	Liaise with key stakeholders who own buildings around the area to understand access requirements.
E2	Coordinating subservice infrastructure.		
E3	Telecommunications access to the building.		Commission a site investigation to determine the underground services and utilities that will inform the design options, and to see how we can coordinate subservice infrastructure.
E4	Avoiding service diversion where ever possible.		
E5	Negative perceptions of the area.	EO2: To create a design that makes the area attractive and improves perceptions of the area by using high quality, CoL standard materials in constructing the scheme.	Ensure that the final design creates a safer more attractive area – especially for pedestrians. Ensure that the final design is signed off by the CoL Highways Team, who know and work with the Col material palette standards.
Place making			
PM1	St Mary Axe to have a sense of place rather than simply a movement function.	PMO1: To provide defined ‘activity’ areas for the various users of the space, and ensure that the function, design and material palette of the public realm is coordinated	Commission a landscape architect to develop initial design options.
PM2	Attractiveness of retail unit.		
PM3	Enlivening of Bevis Marks and Houndsditch.	PMO2: To ensure that the design of the public realm works alongside the new development	

PM4	Provision of trees and / or other greenery where appropriate.	to make the area attractive, useable and easy to navigate around, for all users and at all times of day.	
PM5	Provision for public art.		
	Security		
S1	Accounting for the potential installation of bollards.	SO1: To ensure that users of the area feel safe and the public realm is designed to limit opportunities for anti-social behaviour, taking into account the evening and night-time use of the area	Review the Security Assessment and determine the main issues. Where possible seek alternative security solutions in keeping with the developing, Eastern Cluster Security Review Strategy.
S2	Reducing the risk of vehicles approaching at speed (along all vehicular routes and identifying ways to mitigate the issue).	SO2: To ensure that any necessary security measures and the implications thereof are identified and fully understood.	Liaise with COL internal colleagues to define a scope on anticipated security measures needed at the development site.
S3	Sufficient lighting of the public realm.	To ensure that the agreed building lighting and illumination levels are adhered to.	Ensure that the approach that has potentially been in the Planning Application is sufficient for the site requirements and ensure that the agreed design is implemented.
Transport			
T1	Servicing of existing premises on St Mary Axe.	TO1: To provide adequate space for all future vehicle uses of the space, including disabled parking, emergency vehicles, taxi pick up / drop off, loading and servicing activity.	Commission Transport Study to identify opportunities for servicing, pedestrian and cyclist facilities, and other street uses.
T2	Potential closure of St Mary Axe to traffic.		
T3	Access to on and off street loading bays needs to allow adequate traffic movement to be maintained.		
T4	Adequate provision of disabled parking.		
T5	Taxi Drop-Off/Pick-Up area where visitors can be dropped-off/picked up close to the front-door.		

T6	Efficient pedestrian movement, considering key desire routes throughout the area.	TO2: To ensure an adequate pedestrian and cyclist environment, including areas of pedestrian priority where appropriate.	
T7	Retained and enhanced pedestrian crossings.		
T8	Cycling routes in and around the site.		
T9	Adequate provision for cycle parking for users and visitors.		

Appendix 2

Site location plan



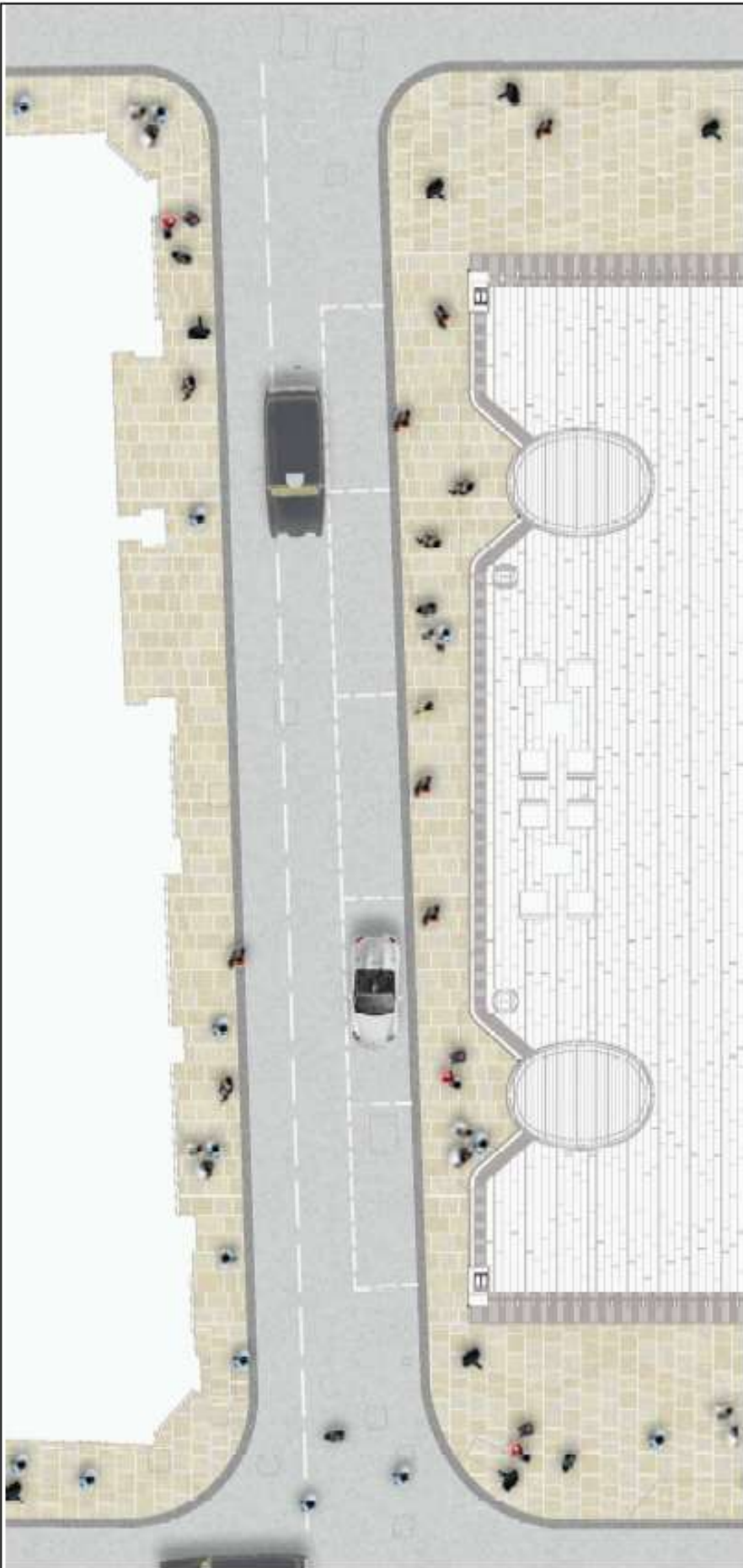
Appendix 3
Detail of St. Mary Axe: Option 1



Detail of St. Mary Axe: Option 2



Appendix 5
Detail of St. Mary Axe: Option 3



OPTION 3 - LAYOUT
This layout is a top-down view of the proposed street layout for Option 3. It shows the central lane, sidewalks, and building facade. The sidewalks are paved with a light-colored material, and the road is paved with a darker material. There are several small figures of people walking on the sidewalks and a car driving on the road. The rendering is a top-down view, showing the layout of the street and the building facade.

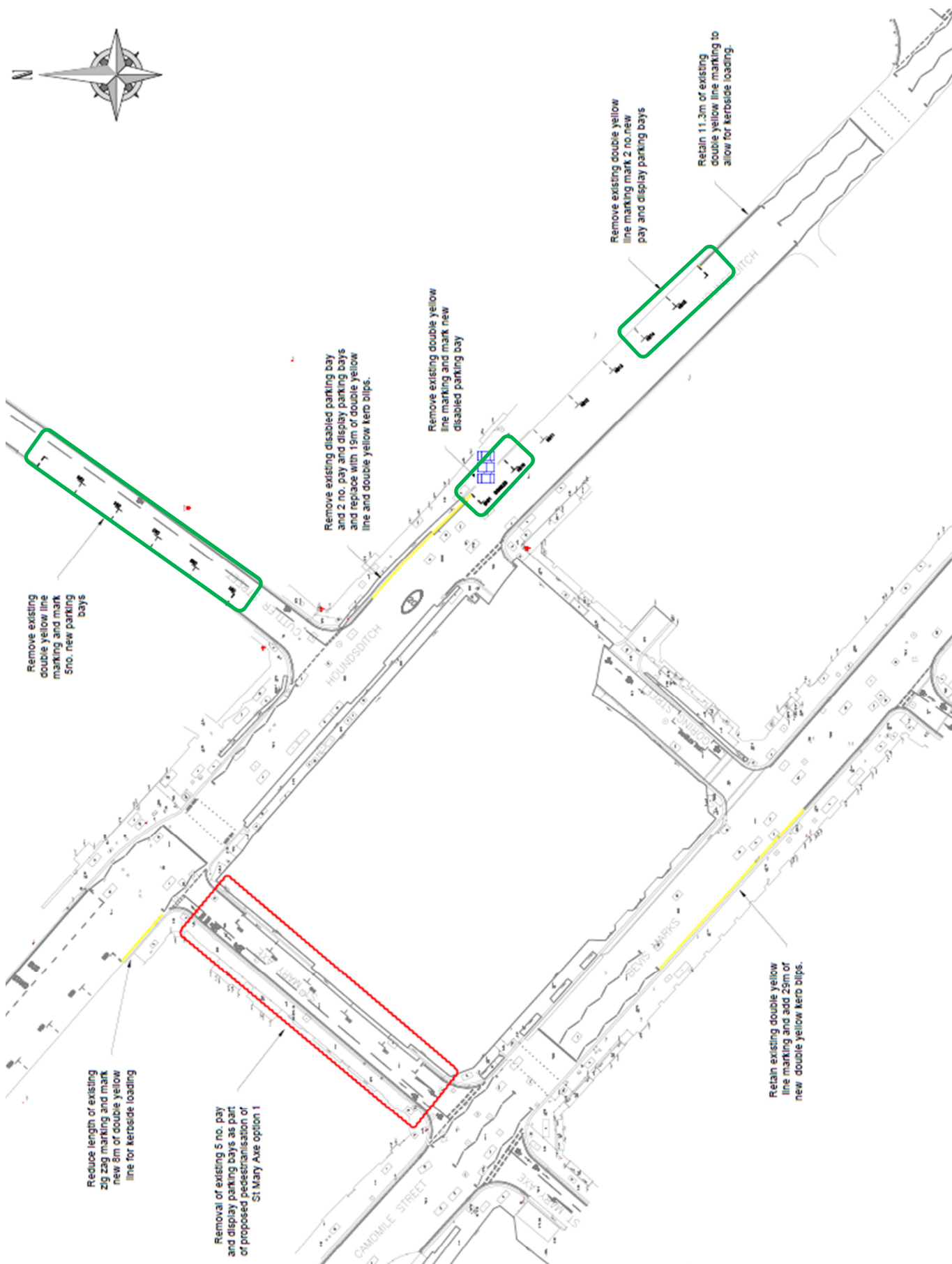
Option 3

Client	City of London				
Project	75 St Mary Axe London				
Design	Landscaping: Macdonald Roadway and Pavement Improvement				
Developer	Development Design				
Job	10/20/2010	Date	21/11/17	Drawn	DH
Project	10/20/2010	Project	10/20/2010	Project	10/20/2010
Job	10/20/2010	Job	10/20/2010	Job	10/20/2010

Appendix 6

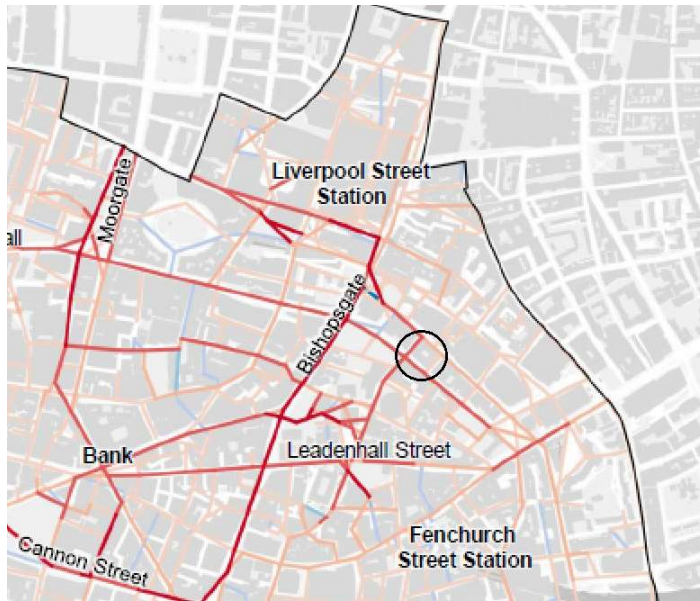
Plan of suggested alternative on-street parking and servicing locations

(Draft version, subject to revision)



Appendix 7

Extract from Citywide Pedestrian Model



Above left: 2015 and 2026 morning peak scenario, highlighting (circled) the high volume of pedestrian's movement (about 1500 now, expected to be doubled in future scenario). Above right: 2026 peak model, highlighting the high volume of the two adjacent streets and St Mary Axe (circled) as connector between the two. While slightly lower than the two, it still within the highest rank. Below left: Pedestrian comfort level at morning peak highlighting the St Mary Axe area. The current state of St Mary Axe comfort level is assessed as level C. Below right: Air quality measure identifies the development area as located within high risk area due to vehicular traffic.



