

City Airport Development Programme

Update to the Energy and Low Carbon Strategy
London City Airport

14 August 2015

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This document has 5 pages including the cover.

Document history

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Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Draft for information	DA	MDS	MS	RJ	5 Aug 15
Rev 2.0	Update for planning : WTE area reduction	DA	MDS	MS	RJ	14 Aug 15

Client signoff

Client	London City Airport
Project	City Airport Development Programme
Document title	Update to the Energy and Low Carbon Strategy : WTE area reduction
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Background

- 1 This document is the Update to CADP's Energy and Low Carbon Strategy submitted to accompany the City Airport Development Programme (CADP) Appeal Proposals. It should be read in conjunction with the original Energy and Low Carbon Strategy submitted to accompany the CADP Planning Applications submitted in July 2013 (references 13/01228/FUL (CADP1) and 13/01373/OUT (CADP2)), the Energy and Low carbon Strategy Addendum submitted in March 2014 and correspondence with the London Borough of Newham (LBN) responding to energy queries dated 7 July 2014.
- 2 Following the resolution to grant planning permission by LBN on 3 February 2015, and subsequent direction (against officer's recommendation) to refuse CADP1 by the Mayor of London, London City Airport (the Airport) submitted an appeal to the Secretary of State against the refusal of CADP1. The Appeal is due to be considered at a Public Inquiry commencing in March 2016. CADP2 (for a Hotel) received a resolution to grant planning permission on 3 February 2015 from LBN and is expected to be granted later in 2015.

Reasons for Proposed Minor Changes

3. Since the submission of the original CADP 1 planning application the Airport has identified an opportunity to incorporate minor design changes to the Western Terminal Extension (WTE) and Outbound Baggage (OBB) Facility, as described below.
4. The initial design for the Phase 1 WTE extended into a safeguarded zone adjoining the Docklands Light Railway (DLR) station and viaduct immediately adjacent to the Airport. This was considered acceptable given that DLR's Guidance for Developers (Section 7.1 and 7.3) allows encroachments within a 5 metre Zone of Influence from permanent structures and permits below ground works by agreement depending upon the activities concerned and, where appropriate mitigation measures, being followed. The Airport has reviewed the design of the WTE and considers that the CADP building works can be undertaken with significantly less encroachment into the DLR safeguarded areas without a detrimental impact on future operation or design of the building.
5. Separately the DLR has requested that two parking bays be accommodated for vehicles servicing the DLR station in the Western Service Yard adjacent to the WTE.
6. The outbound baggage (OBB) deck within the Facilitating Works is proposed to be extended by 10 metres to the east in order to accommodate a revised baggage handling system (BHS) design.

Proposed Minor Changes

7. In consideration of the revised scheme proposed by Pascall+Watson, as shown in 'Revision B' of drawings :
 - 6.5-LCY_P+W_4486_B_GA10003,
 - 6.7-LCY_P+W_4486_B_GA11001,
 - 6.9-LCY_P+W_4486_B_GA12001,
 - 6.11-LCY_P+W_4486_B_GA13001 and
 - 6.12-LCY_P+W_4486_B_GA14001

In comparison to the 'Revision -' version of the drawings submitted in July 2013, the revised scheme represents a floor area reduction of approximately 5%.

Effect on the Energy and Low Carbon Strategy

8. Due to the reduction in WTE floor area, it is expected that the overall thermal power requirement to deliver heating and cooling and therefore the regulated thermal and electrical annual energy use of the WTE would reduce.
9. This reduction in building floor area would also result in a change to the photovoltaic area requirements. The level of impact and updated photovoltaic area requirements will be evaluated at the next stage of design.
10. However the 5% change in floor area is not expected to alter the energy strategy principles as proposed within the Energy and Low Carbon Strategy Addendum submitted in March 2014.

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