

City Airport Development Programme (CADP1)

Condition 34: Design [Partial Re-Submission to previously approved details]



Contents

1.0 Introduction 3

2.0 Material Specifications..... 5

3.0 Schedule of Submitted Materials 6

4.0 Appendix 1: Details for Information..... 7

1.0 Introduction

1.1 The City Airport Development Programme (CADP1) planning application (13/01228/FUL) was granted planning permission by the Secretaries of State for Communities and Local Government and Transport in July 2016 following an appeal and public inquiry which was held in March/April 2016.

1.2 The following non-material amendments to the CADP1 permission have been approved by LB Newham (LBN) to date:

- Minor amendments to the appearance of the elevations of the approved West Terminal Extension (planning application reference: 16/03797/NONMAT) approved on 5 January 2017;
- Minor amendments to the terminal buildings and associated service yard, East Pier, forecourt and decked car park (planning application reference: 17/02865/NONMAT) approved on 27 September 2017; and
- Minor amendments to the appearance of the elevations of the Western Energy Centre (planning application reference: 18/01001/NONMAT) approved on 13 July 2018;
- Minor adjustments to the design of the decked car park (planning permission reference: 18/02109/NONMAT) approved on 16 August 2018;
- Minor amendments to the appearance of the elevations of the terminal building and removal of the Air Traffic Control Cab; revised East Pier; and revised forecourt canopy (planning application reference 18/02611/NONMAT) approved on 9 October 2018.

1.3 All minor changes to the design referred to above have been incorporated into the details provided to satisfy this condition.

1.4 Condition 34 of CADP1 permission states that:

'No building within the Development hereby approved shall be constructed until details and samples of the materials to be used in the external elevations, fenestrations and roofs of the building(s) and Noise Barriers, have been submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved design details. The details submitted shall be to a scale agreed with the Local Planning Authority in writing prior to submission.'

Reason: To ensure a satisfactory standard of external appearance, protect local amenity and with regard to the assessment contained in the UES, Policies 7.3, 7.4, 7.5, 7.6 of the London Plan (consolidated with alterations since 2011 and published March 2015) and Policies SP2, SP3, SP4 and SP5 of the Newham Core Strategy (adopted 26 January 2012).'

1.5 Details were approved pursuant to Condition 34 on 13 July 2018 (ref: 18/00557/AOD).

1.6 This submission provides an update to the details previously approved pursuant to Condition 34 in so far as it relates to the New East Pier (NEP).

- 1.7 It is proposed that the silver anodised expanded aluminium mesh panelling be removed from the northern (airside) façade, where that mesh currently covers a less refined façade of composite panelling, as well as the southern, landside-facing, silver mesh parapet at roof level (R30) (although this is set back from the main façade and, with other features on the façade, this will be largely undetectable).
- 1.8 The airside facades are exposed to air laden with particulates that derive from the unburnt aviation fuel emanating from the aircraft engines. The presence of an outer layer of mesh means that cleaning and maintenance is made difficult because those mesh panels must be removed to allow access to the outer surface of the solid façade beyond. By omitting the mesh and exposing the solid facade beyond, cleaning and maintenance to that primary façade is simplified. This also permits more regular cleaning. Whilst alternative cleaning methods could be deployed (such as jet washing), there is a concern that this would not be fully effective, particularly given need to ensure a thorough and robust cleaning regime to remove particulates from unburnt aviation fuel.
- 1.9 The ‘fins’ protruding adjacent to each slot window are to remain clad in silver mesh, as is the screening to the second level plant areas in order to maintain the required airflow through these spaces.
- 1.10 The design narrative for the approved scheme, originally described in the *CADP Design and Access Statement (July 2013) section 4.5.7* explains that the Terminal is composed of a series of “*large autonomous forms that could be considered as the echo of a previous era’s metal-clad monoliths [the steel ships] returning to the docks: leaning, shading, veiling and revealing movement within*”. The refinements to the material finish is regarded as being consistent with the original narrative as the entire silver-clad volume that forms the NEP’s airside section would be treated in the same way. It is also considered that, whilst viewing the façade as a whole, the proposal retains a high level of aesthetic quality.
- 1.11 For consistency, the proposal also results in the removal of the landside silver mesh to the roof-top parapet that forms part of this silver volume. However, this will be largely undetectable because it is set back from the building lines and the primary features of the landside façade are the gold clad arrivals corridors at ground and first floor levels.
- 1.12 The solid façade in the approved scheme is not aesthetically treated as it is masked by the carefully detailed outer layer of metal mesh. With the proposal to omit the mesh the solid façade must be more carefully treated. As such, the basic composite panelling system of the existing scheme would be replaced with a more refined composite panelling system.
- 1.13 The proposed panelling has recessed vertical joints which provides a more aesthetically pleasing appearance than the current rudimentary system.
- 1.14 The proposal includes submission of a material sample of the silver-grey finish to the aluminium composite panelling fully exposed in the removal of the silver mesh (see section 2.1a, item 11 below). The sample was tabled with and left with officers at a pre-application meeting dated 7 February 2019.

- 1.15 The materials set out below and the sample presented to LB Newham officers on 7 February 2019, conform to the principles of the approved Design and Access Statement (July 2013); Design and Access Statement Addendum (March 2014); and the Update to Design and Access Statement (September 2015).

2.0 Material Specifications

2.1 The CADP1 building materials previously approved under application ref: 18/00557/AOD are detailed in Appendix 1 and are summarised in this section as follows (with revised materials subject to this submission shown in red). No other changes are proposed:

- a. **New Eastern Pier (NEP):** Refer to *A400-PAW-A-14-XXX-XX-DR-DE-213-004*. The material palette is restricted to metal products whilst the colour palette is restricted to metallic silver (natural anodised aluminium), metallic gold (gold anodised aluminium) and black-grey (RAL 7021). Samples have been provided as follows and as related to the numbered items in the reference document:
1. Natural anodised aluminium expanded metal (silver) sample. Circa 290 x 360mm. For material and colour;
 2. Polyester powder coated aluminium cladding (black-grey RAL 7021) with recessed joints mock-up sample, circa 430 x 590mm for material, joint type and colour;
 3. Glazing with slight grey tint not provided as is generic and as agreed with LBN prior;
 4. Natural anodised aluminium expanded metal (silver) perpendicular 'blades' cladding sample. Colour/finish is illustrated by sample 1 above;
 5. Natural anodised aluminium expanded metal (gold) sample. Circa 270 x 390mm. For material and colour;
 6. Polyvinylidene fluoride coated (PVDF) (gold coloured) standing seam cladding with diagonal seam direction and matching hood surround to glazing. Circa 100 x 150mm. For material, colour (pre-weathered) and profile type;
 7. Polyvinylidene fluoride coated (PVDF) (silver) standing seam roofing sample. Circa 210 x 290mm. For material and colour;
 8. Feature glazing system with external black silicon-butt detail not provided as is generic;
 9. 'Regency Gold' anodised-look aluminium composite panel (ACM) cladding sample, circa 90 x 150mm. For material and colour; and
 10. Natural anodised-look (silver) aluminium composite panel (ACM) cladding sample, circa 90 x 150mm. For material and colour;
 11. Polyvinylidene fluoride coated (PVDF) (silver RAL 9006) insulated composite panel cladding sample circa 500 x 200mm. For finish material and colour.

3.0 Schedule of Submitted Deliverables

The following schedule identifies the deliverables submitted for this condition.

Drawing Number	Drawing Name	Status
Material Details – Sheet 4	A400-PAW-A-14-XXX-XX-DR-DE-213-004	For Information

Figure 3.0.1: Schedule of submitted deliverables.

4.0 Appendix 1: Details for Information

[illegible]

Figure 4.0.1: New Eastern Pier Material Details



Figure 4.0.2: New Eastern Pier partial elevation - Approved scheme with expanded metal mesh over composite panelling.



Figure 4.0.3: New Eastern Pier partial elevation - Proposed scheme without mesh to the solid areas of the façade and with exposed, enhanced composite panelling. Mesh is retained where the L20 roof plant areas, as per the approved scheme treatment.



Figure 4.0.4: New Eastern Pier airside perspective view looking south-west - Approved scheme with expanded metal mesh over composite panelling.



Figure 4.0.5: New Eastern Pier airside perspective view looking south-west - Proposed scheme without mesh to the solid areas of the façade and with exposed, enhanced composite panelling. Mesh is retained where the L20 roof plant areas, as per the approved scheme treatment.