



Case Study

Chiswick Curve, Chiswick Roundabout, London

Background

Cole Easdon Consultants (CEC) was appointed by Starbones Ltd to provide a Transport Assessment, Travel Plan, Flood Risk Assessment, as well as the Transport, Water Resources, Flood Risk & Drainage chapters of an Environmental Statement for a proposed development comprising 320 residential units and circa 5,000sqm of B1 office space.

The site is located at the Chiswick Roundabout, at the junction of Gunnersbury Avenue and Great West Road, in the London Borough of Hounslow. The development proposals comprised a building one part ground plus 31 storeys, and one part ground plus 24 storeys.

The proposals included a three level basement to accommodate 82 No. parking spaces, together with approximately 550 cycle parking spaces and 17 No. motorcycle spaces. The car parking was proposed to be accommodated within a Lift Shuttle Car Stacker system which transfers cars from street level down to various basement levels. The Car Stackers system accommodated 18 electric vehicle charging points which can shuffle the vehicles when charged, enabling the charging of a total of 36 vehicles over a 24 hour period.

Client

Starbones Ltd





CEC Input (Transport Planning)

- Detailed input to masterplan layout in terms of vehicular access, car/cycle parking, servicing and swept path analysis
- Transport Assessment demonstrating net reduction in trips when compared with a previously consented office development on the site, dating back to 2002 (known as The Citadel)
- Transport Assessment demonstrated negligible impact on transport networks even when not factoring in the extant office permission on the site
- Preliminary Design of off-site works to Larch Drive to incorporate traffic calming
- Detailed pre- and post-application liaison with Transport for London and London Borough of Hounslow
- Liaison with Car Club Operator to procure Car Club Agreement as part of development Travel Plans.

CEC's analysis and robust arguments avoided the need for any offsite highway junction capacity analysis, and the scope of the highway impact assessment was limited to a percentage impact assessment exercise for the Chiswick Roundabout.

CEC Input (Flood Risk and Drainage)

- Demonstrating that sufficient storage could be achieved within the site boundary, restricting all events up to and including the 1:100 year + 30% climate change event to 5ls
- Discussions with Thames Water regarding proposed foul and surface water discharge rates
- Demonstrating that the proposed development would not increase flood risk to the surrounding areas
- Liaison with Design Team to achieve an efficient drainage solution

CEC designed and located an attenuation tank within a tight layout plan with an extensive basement footprint to restrict surface water discharge to 5l/s for all events up to and including the 1:100 year + 30% climate change event.

CEC also provided foul water drainage input into the development, negotiating both surface water and foul water discharge rates with Thames Water Utilities. CEC demonstrated that the site was at low risk from a range of flood sources including fluvial, surface water and sewer.

Bristol Office
160 Aztec, Aztec West
Almondsbury
Bristol
BS32 4TU
Tel: 01454 800 474
Email: br@ColeEasdon.com

COLE EASDON CONSULTANTS

CIVIL ENGINEERING ~ HIGHWAYS
TRANSPORTATION ~ FLOOD RISK
BRISTOL & SWINDON

Swindon Office (Head Office)
Unit 2, York House
Edison Park, Dorcan Way
Swindon, Wiltshire
SN3 3RB
Tel: 01793 619 965
Email: sn@ColeEasdon.com

www.ColeEasdon.com

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