

Technical Note

Project:	Brent Cross Development	Job No:	47075790
Subject:	River Brent Diversion – River Bridge 01	Ref. No	47075790/BXC
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Introduction

Planning Permission Ref No.C/17559/08 for the comprehensive redevelopment of the Brent Cross Cricklewood (“BXC”) Regeneration Area was granted in October 2010 (the “2010 Permission”). A Section 73 (S73) planning permission (2014 Permission) Ref No. F/04687/13 to develop land without complying with conditions attached to permission Ref No. C/17559/08 was granted by London Borough of Barnet (LBB) on 23rd July 2014.

In September 2015, LBB’s Planning Committee unanimously resolved to grant permission for the Phase 1A (North) Infrastructure (Ref.No.15/03312/RMA) and Phase 1A (North) CBRP (Ref.No. 15/03315/RMA) Reserved Matters Applications (“RMAs”), as well as a related application under Conditions 2.4 and 2.5 (Ref.No. 15/05040/CON). The detailed design of River Bridge 1 and the realignment of the River Brent are approved as part of Phase 1A (North) Infrastructure RMA Ref No 15/03312/RMA)

Re-alignment of the river channel due to changes at River Bridge 01

River Bridge 01 is located towards the western part of the diverted stretch of the River Brent and carries a local highway over the river as part of the ‘Western Roundabout’. Following the approval of the detailed design for River Bridge 1 consideration has been given to matters of buildability/construction.

So as to improve buildability of the bridge an alternative proposal is now submitted under an RMA which this note supports. The alternative seeks to move the northern and southern abutments of the bridge south to avoid the existing river channel. This alteration has no impact on the road layout above the bridge which remains unchanged.

As a consequence of the required changes at River Bridge 01 the proposed River Brent channel has been realigned to the south over a length of approximately 90 metres where it passes beneath the bridge. The realignment starts at the downstream side of the planned backwater feature inside the western roundabout (Nature Park 5) and concludes around 40 metres upstream of River Footbridge 10. The realignment moves the centreline of the river to the south by a maximum of between 5 and 6 metres. Outside of this area the alignment is unchanged. The main flow carrying components of the channel are of the same dimensions as the previous alignment, and the bridge span has increased, allowing a greater flow area for the most extreme events.

To confirm this, the revised alignment is currently being analysed in the hydraulic model which will demonstrate no detrimental impact from this change on the flood risk for the channel or adjacent areas. This information will be available prior to the determination of the RMA and the Environment Agency are being consulted.