

18.2
EVIDENCE OF
MRS SHEILA SCOTT

TOWN AND COUNTRY PLANNING ACT 1990

APPEALS UNDER SECTION 78

D.O.E. REFS:

APP/N5090/A/93/224571

APP/N5090/A/93/229477

RELATING TO VARIOUS LOCATIONS IN

THE LONDON BOROUGH OF BARNET

EVIDENCE OF
COUNCILLOR MRS SHEILA SCOTT
ON BEHALF OF
THE LONDON BOROUGH OF BARNET
AS
LOCAL PLANNING AUTHORITY

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OF COUNCILLOR MRS S SCOTT

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SUBMITTED DOCUMENTS

REF: LBB/1 - LETTERS OF OBJECTION RECEIVED BY THE LOCAL
PLANNING AUTHORITY IN RESPECT OF APPLICATION
ERUV 1.

REF: LBB/2 - LETTERS OF SUPPORT RECEIVED BY THE LOCAL
PLANNING AUTHORITY IN RESPECT OF APPLICATION
ERUV 1.

REF: LBB/3 - PETITIONS RECEIVED BY THE LOCAL PLANNING
AUTHORITY (IN SUPPORT AND AGAINST) IN RESPECT
OF APPLICATION ERUV 1.

REF: LBB/4 - PLAN SHOWING THE 38 LOCATIONS AND THE ERUV
PERIMETER.

REF: LBB/5 - LETTERS AND PETITION RECEIVED BY THE LOCAL
PLANNING AUTHORITY IN RESPECT OF APPLICATION
ERUV 2.

REF: LBB/6 - UNITARY DEVELOPMENT PLAN FOR THE LONDON BOROUGH
OF BARNET.

OTHER DOCUMENTS REFERRED TO IN THE TEXT WHICH ARE UNDERLINED
WILL BE AVAILABLE FOR INSPECTION IN THE APPEAL LIBRARY DURING
THE INQUIRY.

1.0 INTRODUCTION

1.1 I am Mrs Sheila Scott.

I have been a Councillor of the London Borough of Barnet since 1990 representing Hale Ward, and a Member of the Western Area Planning Sub-Committee and Town Planning and Research Committee for 3½ years.

As a Member of these Committees and having lived in the Borough for some 16 years I am familiar with the area in general and the specific locations which are now the subject of the Appeals.

1.2 In my evidence I will firstly refer in general terms to the applications and the appeal site. Then appropriate Government planning guidance and local planning policies will be highlighted. I will then turn to examine each location for the poles and wire which fall outside of the Hampstead Garden Suburb Conservation Area.

My colleague Councillor Frank Davis will in his evidence refer in particular to the Conservation Area and the locations within it.

2.0 THE APPLICATIONS THE SUBJECT OF THE APPEALS

2.1 On the 3rd August 1992 the first planning application by the United Synagogue Eruv Committee was registered as complete by the Local Planning Authority (ref. Eruv 1).

2.2 Officers then undertook a most extensive consultation exercise which included sending individual letters, advertisements in the local papers and display in local libraries.

In response 5 petitions and over 900 letters were received which raised either objection or support for the proposal. These are submitted as documents ref: LBB/1, LBB/2, LBB/3.

2.3 Members of the Councils Town Planning and Research Committee were kept informed of the proposal and amendments to it, and inspections of each location for the poles and wire were undertaken by Members on 16th and 17th January 1993. Whilst I was unable to attend due to illness, I did visit the locations independently at a later date.

2.4 The application which proposed 85 poles at the 38 locations shown on the plan submitted as document ref: LBB/4, was reported to the Town Planning and Research Committee on 24th February 1993. Members whilst knowing of the strong feelings generated within the community both for and against the proposal were nevertheless clearly aware that they should in reaching a decision take into account only material planning considerations. In this case these were considered to relate to the impact of the poles and wire on

the local environment including trees, the visual amenities of the occupiers of residential and other premises, and their acceptability in terms of the free flow of traffic and public safety along the highways.

- 2.5 After lengthy debate at the meeting the Committee decided to refuse the application contrary to the recommendation of the Controller of Development Services for two reasons, both of which relate to the visual intrusion of the poles and wire.

01

The proposed poles and wire would result in the introduction of additional street furniture which would be visually intrusive and detrimental to the character and appearance of the street scene contrary to policies G1, G2, G3 A and D, G18, T1.1, T2.1 and T3.1 of the Unitary Development Plan.

02

The proposed poles and wires along Wildwood Road by reason of their size, number and general appearance would be visually intrusive, impair the continuous landscape of Turners Wood and the adjoining Meadow Land and cause demonstrable harm to the environment of a conservation area of national importance.

2.6 On 9th June 1993 a second planning application by the United Synagogue Eruv Committee was received by the Local Planning Authority (ref: Eruv 2). The revised proposal incorporated two changes from the application previously considered. These were:-

- i) The thickness of the wire was to be 0.3mm at all locations.
- ii) The number of poles at location 13 (Wildwood Road) was reduced from seven poles to two with the wire being suspended using existing lamp posts between the proposed wooden end poles.

2.7 The revised proposal was reported to the Councils Public Works Committee on 5th October 1993 when it was resolved that the Council, as Highway Authority, would not grant consent under Section 178 of the Highways Act 1980 since the use of street lighting columns to support the wire would be contrary to the operational practice of the Highway Authority.

2.8 Application Eruv 2 was reported to the Town Planning and Research Committee on 27th October 1993. The Committee were informed that the United Synagogue Eruv Committee had lodged an appeal with the Secretary of State for the Environment against the non-determination of the application and after Members had expressed their view on the revised proposal it was resolved that had an appeal not been lodged against the non-determination of the application it would have been refused for the following reason:-

The proposal would result in the introduction of additional street furniture which would be intrusive and detrimental to the appearance of the Hampstead Garden Suburb Conservation Area and the street scene in other parts of the London Borough of Barnet contrary to policies G1, G2, G3A and D, G18, T1.1, T2.1 and T3.1 of the Unitary Development Plan.

- 2.9 Members had agreed that a less intensive form of public consultation be undertaken in respect of the second application.

Advertisements were displayed at the 38 locations and in the local press explaining that previous letters received would be taken into consideration.

At the time of the Committee meeting a further 127 letters had been received from individuals.

The correspondence received and a further petition raising objection to the proposal is submitted as document ref: LBB/5.

- 2.10 At the time the applications came before the Town Planning and Research Committee no full statement of need was submitted by the applicants.

However, representations were made which included comments on whether the proposal would be a public benefit or not, and a number of divergent views were expressed.

The Committee determined the applications by reference to the planning merits of the proposals in terms of their effect on the environment and the Conservation Area.

The question of whether the need and benefit from the proposals as far as the Orthodox Jewish Community is concerned constitutes a public benefit outweighing any visual effects is a matter for the Secretary of State to decide based on the evidence at the inquiry.

Based on material before them the Committee formed no view on this matter and I am therefore not in a position to comment on the case of need.

2.11 It is rare and only in a minority of cases that the Members reach a different decision to that recommended by their officers. This is not done without a careful consideration of the merits of the proposal and a full appreciation of the following:-

- i) That the onus is on the Planning Authority to show why planning permission should not be granted rather than the applicant should prove the case.
- ii) That where an application is recommended for approval and it is refused by Members there is a real likelihood that the applicant will appeal and therefore the decision of the Committee will have to be objectively justified.
- iii) That there is a risk of costs if the Committee is seen to have acted frivolously or unreasonably.

2.12 It is however the view of the Members, and one with which I agree, that the Committee should not slavishly follow the officers advice but must reach their own decisions. I consider that Members were perfectly well able to assess the implications of the proposal and form the judgement that to allow it would in both cases cause demonstrable harm Hampstead Garden Suburb Conservation Area and the appearance of street scenes in other parts of the Borough.

3.0 CENTRAL GOVERNMENT GUIDANCE AND LOCAL PLANNING POLICIES

3.1 The Planning system is important for protecting the environment in town and country.

In considering the applications the subject of the appeals, the Local Planning Authority were mindful of both Central Government advice and the Boroughs aims and policies within its adopted Unitary Development Plan (U.D.P.) submitted as document ref: LBB/6.

3.2 The Courts have held that the Governments statements of planning policy are material considerations which must be taken into account where relevant in decisions on planning applications. For instance, Planning Policy Guidance 1 - General Policy and Principles in its introduction para 2 makes it clear that the Town and Country Planning System is designed

to regulate the development and use of land
in the public interest,

and within para 5 that

it should operate on the basis that
applications for development should be
allowed, having regard to the development
plan and all material considerations, unless
the proposed development would cause
demonstrable harm to interests of
acknowledged importance.

The Guidance goes on to refer to the approach that decision makers should take in considering planning applications in particular the requirements of Sections 54A and 70(2) of the Town and Country Planning Act 1990 relating to the development plan.

- 3.3 On 11th August 1989 the Secretary of State for the Environment issued a commencement order requiring Barnet London Borough Council to prepare a Unitary Development Plan (U.D.P.).

A Public Inquiry into the U.D.P. was held in September and October 1990.

The Inspectors report was received in February 1991 and modifications made, with the plan being finally adopted on 6th November 1991 - the first U.D.P. in the Country.

The U.D.P. and its policies are currently under review, however, those parts relevant to the Appeal proposals are not to be the subject of any alteration because they are still appropriate to present circumstances.

The U.D.P. is therefore considered to be up-to-date for the purpose of determining this Appeal.

- 3.4 The plan endeavours to secure the conservation of the many good features of Barnets present environment and within its Guiding Principle states that both the built and the rural environment must be maintained and enhanced in accordance with objective 7 of the Secretary of State for the Environment's Strategic Planning Guidance for London.

The Guiding Principle and the priorities put forward are developed and restated as a series of Main Aims and General Policies for the Borough.

3.5 The aim (1) which governs all the other aims of the plan is to

maintain and improve the quality of life in the Borough.

From this follows the aim (2)

to conserve and improve the environmental quality of the Borough.

These particular aims are emphasised within General Policies G1, G2 and G3.

G1.

In meeting the aims of this plan the Council will seek to maintain and improve the character and quality of the environment throughout the Borough.

G2.

In meeting the aims of this plan the Council will give full consideration to all relevant aspects of environmental impact when assessing land use and development proposals.

G3.

The Council will preserve and enhance the special value of:

- A. Conservation Areas**
- B. Areas of Special Character**
- C. Listed Buildings within their settings and buildings of local interest.**
- D. Skyline ridges and important local views.**
- E. Sites of nature conservation importance, including sites of special scientific interest.**
- F. Woodlands and Trees.**
- G. River Corridors.**
- H. Known and presumed sites of archaeological importance.**
- I. Heritage land not noted above.**

3.6 The plan also encourages the enhancement of residential areas within aim (8)

to improve Barnets prospects and attractiveness as a place in which to live.

Policy G18 will help to realise this aim.

G18.

All development in residential areas should be compatible with the character of the local environment.

3.7 The Eruv poles would principally be located in predominantly residential areas and there is increasing public concern about the protection of the local character of these areas. The Council consider it necessary to safeguard the identity of localities within the Borough and to protect and enhance features of the built environment which determine their particular character.

All development will be carefully assessed so that the character of the areas and their townscape quality is not harmed by insensitive development.

Detailed policy T1.1 states that:-

All development proposals must be compatible with the established character and architectural identity of existing or adjoining properties and the general locality in terms of scale, form and other contextual design elements, impact on neighbouring properties and intensity of use.

4.0 THE LOCATIONS (EXCLUDING THOSE WITHIN THE HAMPSTEAD GARDEN
SUBURB CONSERVATION AREA)

- 4.1 The proposed Eruv would require poles and wire to be erected at 38 locations in the Southern part of the Borough, encompassing the areas of Hendon, Golders Green and Hampstead Garden Suburb together with parts of Childs Hill, Cricklewood, East Finchley, Finchley and Mill Hill.

I will now describe and appraise each of these locations, excluding the 5 which fall within the Hampstead Garden Suburb Conservation Area.

The accompanying plans show the proposed position of the poles, indicate the existence of street furniture in close proximity, and identify trees which are likely to be affected.

INDEX TO LOCATIONS AND SITE PLANS

SITE REF	LOCATION		POLES NO	TYPE	SPAN /M OF WIRE
01	LICHFIELD ROAD	NW2	2	MEDIUM	14
02	FARM AVENUE	NW2	2	MEDIUM	22
03	HENDON WAY	NW2	3	TALL	31
04	LYNDALE AVENUE	NW2	2	MEDIUM	15
05A	SUNNYSIDE	NW2	2	MEDIUM	14
05B	RIDGE ROAD	NW2	2	MEDIUM	10
06	FINCHLEY ROAD	NW2	2	TALL	15
07	DEVONSHIRE PLACE	NW2	2	MEDIUM	11
08C	HERMITAGE LANE	NW2	2	MEDIUM	15
09	WEST HEATH ROAD	NW3	2	MEDIUM	14
12	NORTH END ROAD/WAY	NW11	2	MEDIUM	18
13	WILDWOOD ROAD	NW11	7/2	MEDIUM	250
14	HAMPSTEAD LANE	N6	2	MEDIUM	19
15	AYLMER ROAD	N2	3	TALL	30
16	BANCROFT AVENUE	N2	2	MEDIUM	11
17	CHERRY TREE HILL	N2	2	TALL	30
18A	EAST END ROAD	N2	2	MEDIUM	11
18B	PROSPECT PLACE (footpath)	N2	2	SMALL	9
19	CHURCH LANE	N2	2	MEDIUM	20
20	NORTH CIRCULAR ROAD	N2	2	TALL	23
21	SQUIRES LANE	N3	2	MEDIUM	9
22	REGENTS PARK ROAD	N3	2	TALL	14
23	DEVONSHIRE ROAD	NW7	2	TALL	30
24A	GREAT NORTH WAY (north)	NW4	2	1 TALL & 1 SMALL	41
24B	GREAT NORTH WAY (south)	NW4	2	1 TALL & 1 SMALL	17
25	WATFORD WAY	NW4	3	TALL	55
26	COLINDEEP LANE	NW4	2	MEDIUM	18
27	STATION ROAD	NW4	2	MEDIUM	16
28	PARK ROAD	NW4	3	MEDIUM	37
29A	TEMPLEHOF AVENUE, RIVER BRENT	NW4	2	MEDIUM	10
29B	TEMPLEHOF AVENUE, RIVER BRENT	NW4	2	MEDIUM	10
30	TEMPLEHOF AVENUE/TILLING ROAD	NW4	2	MEDIUM	11
32	CHILDS HILL WALK (footpath)	NW2	2	MEDIUM	11
33	STANLEY ROAD (footpath)	N2	2	SMALL	9
34	ASHLEY LANE (footpath)	NW4	2	SMALL	7
35	GREAT NORTH WAY (footpath)	NW4	2	SMALL	25
36	GREAT NORTH WAY, COPTHALL (footpath)	NW4	2	SMALL	20
37	BRENT TERRACE (industrial estate)	NW2	2	TALL	20
	TOTAL LOCATIONS - 38		85/80		942M

SMALL = 3.5M, MEDIUM = 5.5, TALL = 6.5M

Location 01 Lichfield Road NW2

2 poles, 5.5m high

SITE APPRAISAL

The south west pole is to be located 1m north west of No. 68's flank wall (excluding rear projection). The north east pole is to be located parallel to the rear of the wooden "lean to" to No. 70. The poles would be approx. 14m from the junction of Cricklewood Lane, Claremont Road and Lichfield Road with its numerous traffic lights and signs. The appearance of the junction currently suffers from the concentration of street furniture necessary for highway safety, and the proposal would introduce additional clutter and a visually intrusive element into the street scene which I consider would affect its appearance.

Photograph 01/1



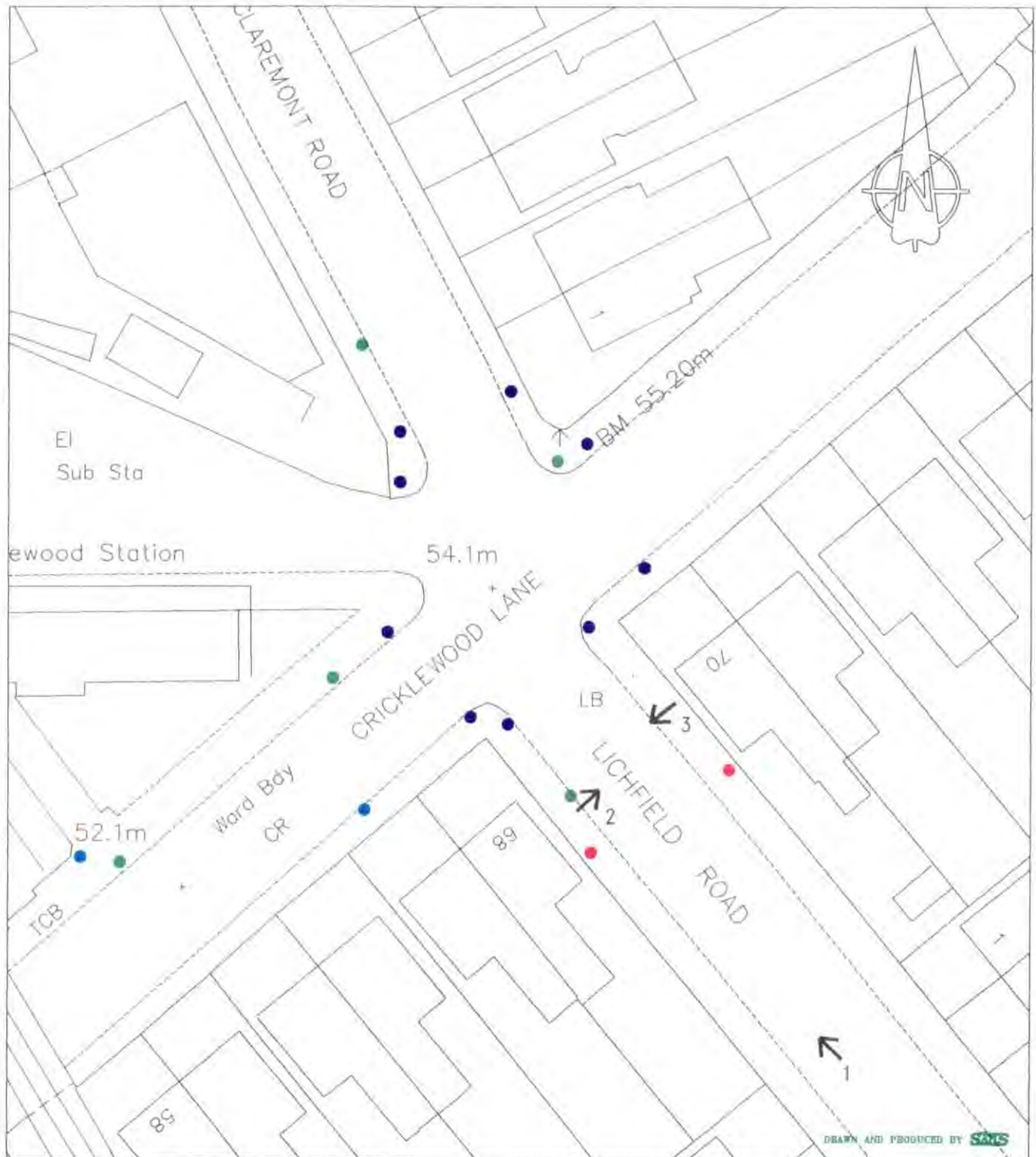
Photograph 01/2



Photograph 01/3



LOCATION 01 LICHFIELD ROAD, N.W.2.



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

One pole is proposed at the end of the privet hedge on No.2 Farm Avenue's boundary in close proximity to existing underground services. The hedge will need to be cut back in order that the pole can be located in the position indicated on the submitted plan. The other pole on the east side would be located approx. 1m from the corner of the low brick wall to Avenue Court's garages, which adjoins No.1 Farm Avenue's driveway. The poles would be clearly seen from the front of Nos 1, 2, 4 and 6 Farm Avenue and a number of flats within Avenue Court, and to a lesser extent from the rear windows of flats at Lisle Court which fronts Cricklewood Lane.

There is very little existing street furniture in the road, thereby allowing a relatively uninterrupted view of the trees bordering the Avenue. The proposal would introduce a discordant feature into the street scene, at variance with its established character to the detriment of the appearance of this part of Farm Avenue.

Photograph 02/1

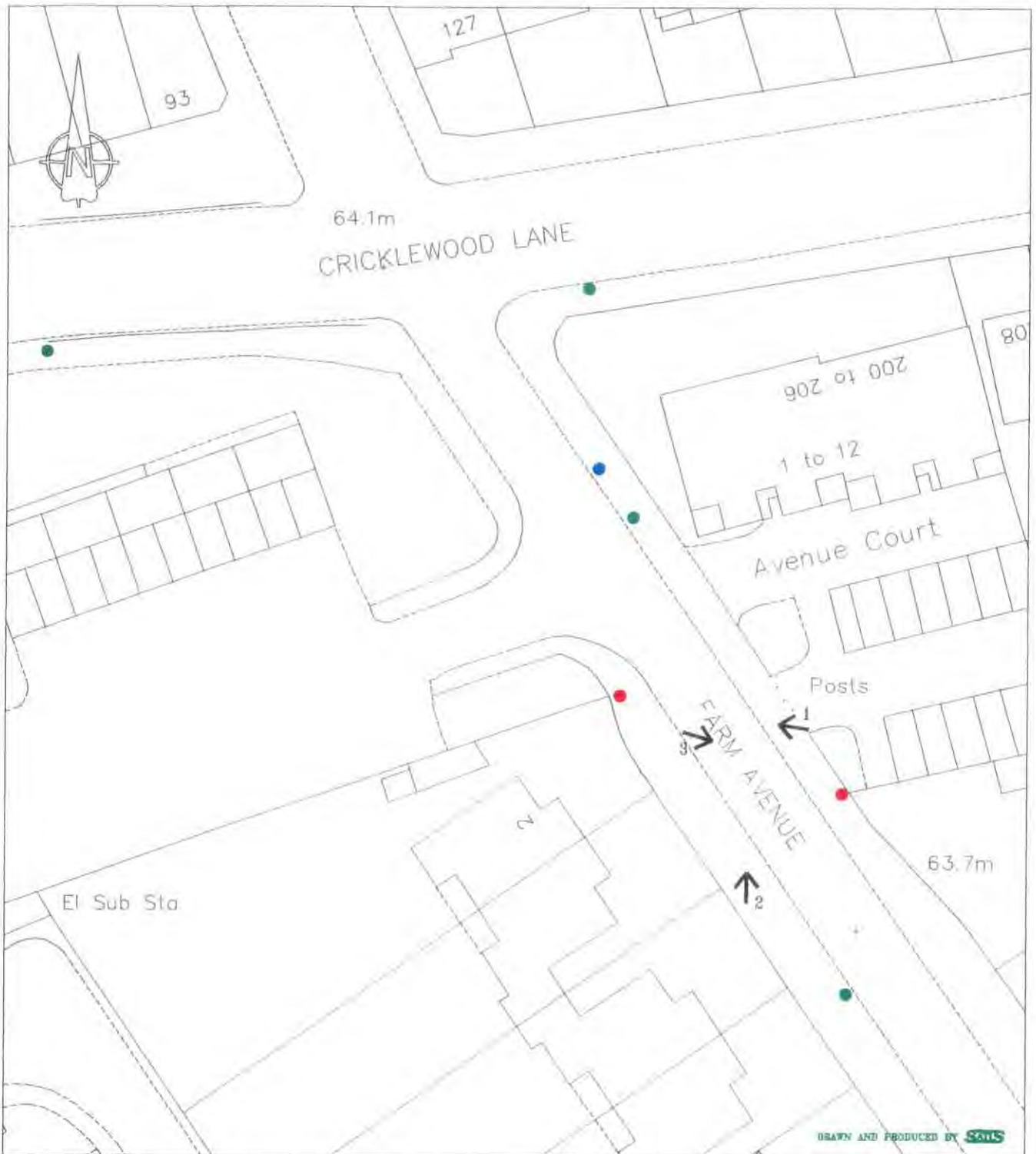


Photograph 02/2





LOCATION 02 FARM AVENUE, NW2



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
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TECHNICAL SERVICES, PLANNING GROUP

3 poles, 6.5m high

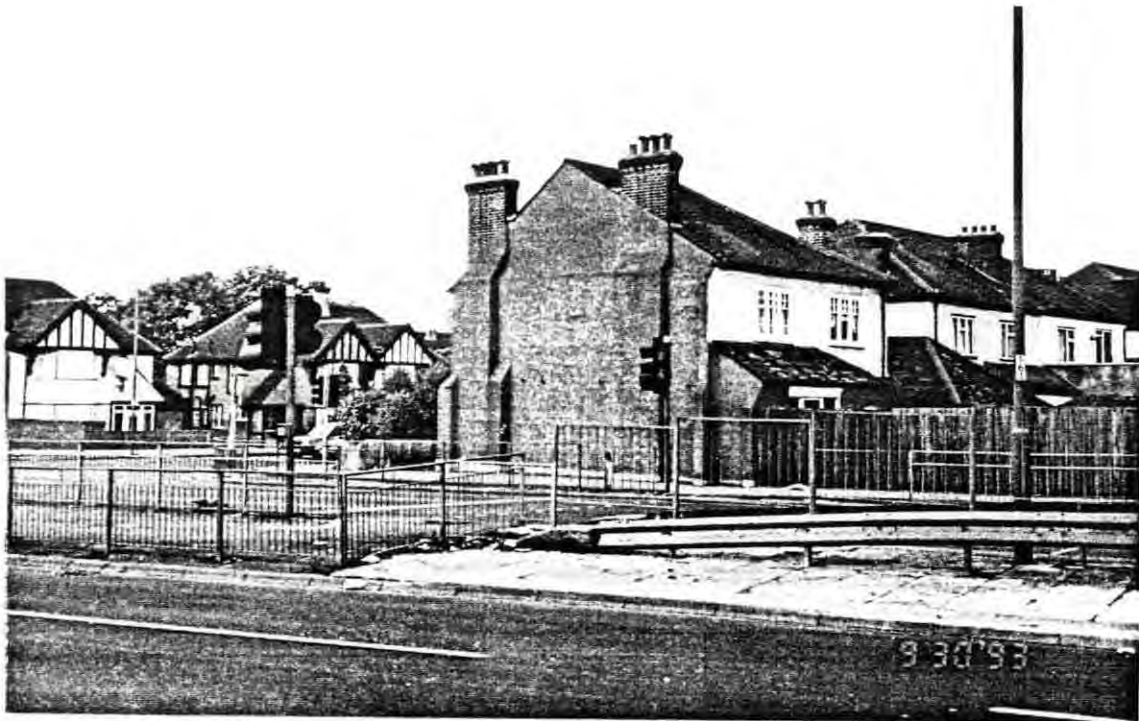
SITE APPRAISAL

One pole is proposed on the central reservation next to the existing pedestrian traffic signal on the southern end of the pedestrian island. The other poles would be on either side of the trunk road next to the flank boundary of No's 276 and 284 Hendon Way set back some 15m from the Hendon Way's junction with Cricklewood Lane. The locality currently has a concentration of traffic signals, highway signs and lamp posts. The proposal would introduce intrusive features adding to the current clutter of street furniture to the detriment of the appearance of the street scene.

Photograph 03/1



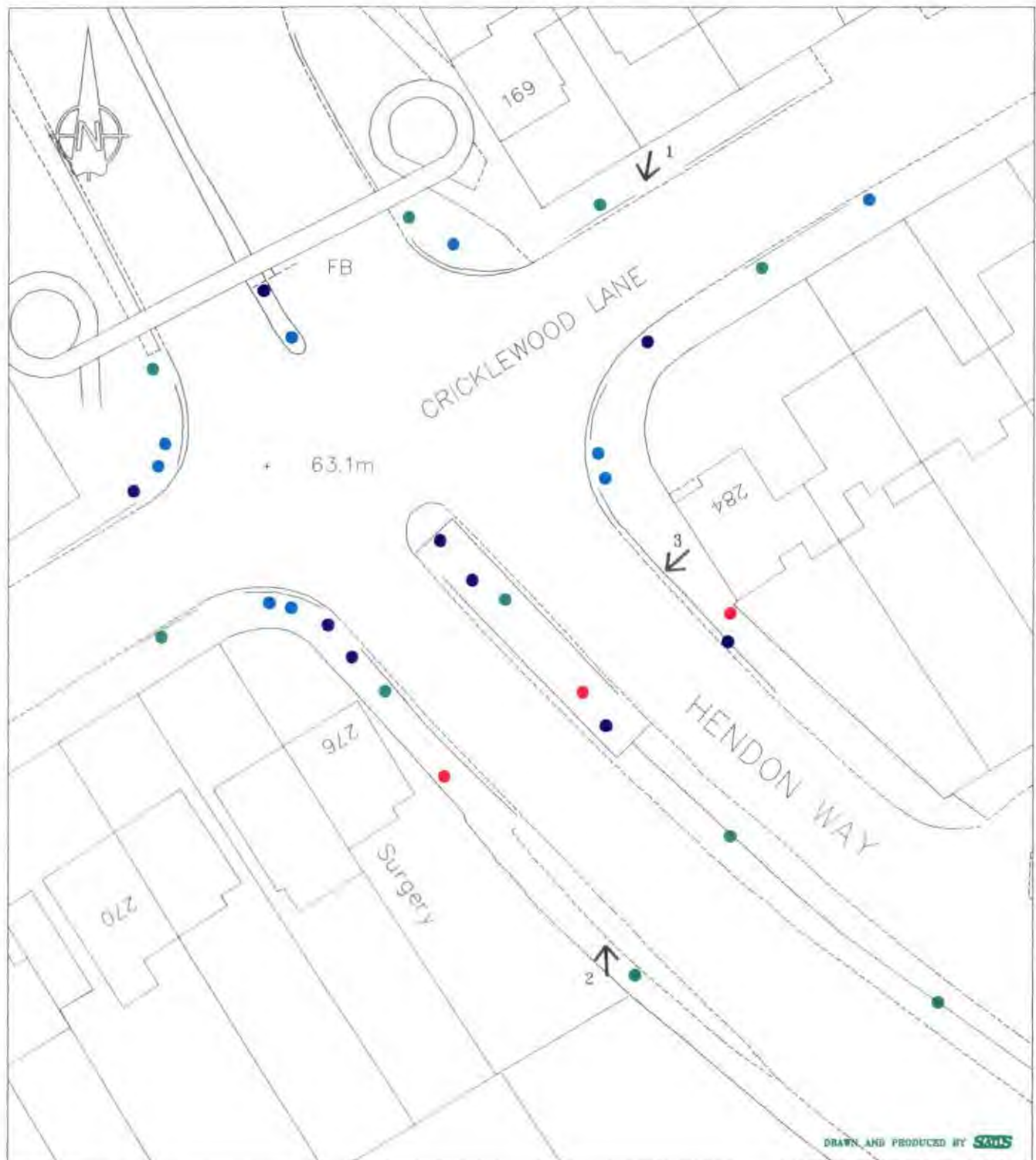
Photograph 03/2



Photograph 03/3



LOCATION 03 HENDON WAY, NW2



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

The pole on the south western side would be located to the rear of No. 308 Cricklewood Lane's single storey rear projection. The pole on the north eastern side of Lyndale Avenue would be located to the rear part of the flank wall of Kimber House. In this case the pole could not be close up to the wall without encroaching onto private land. The resulting gap between the pole and the flank wall of Kimber House could, I consider, be confusing to pedestrians. A pedestrian island has been introduced at the junction of Lyndale Avenue with Cricklewood Lane. Lyndale Avenue is characterised by the lack of street furniture and the proposal would be out of keeping with the street scene particularly after entering from Cricklewood Lane looking south east, and introduce additional clutter where street furniture has been kept to a minimum. Furthermore the south western pole would be clearly visible from the rear of No.308 Cricklewood Lane, including the garden, and would affect the visual amenity of the occupiers.

Photograph 04/1

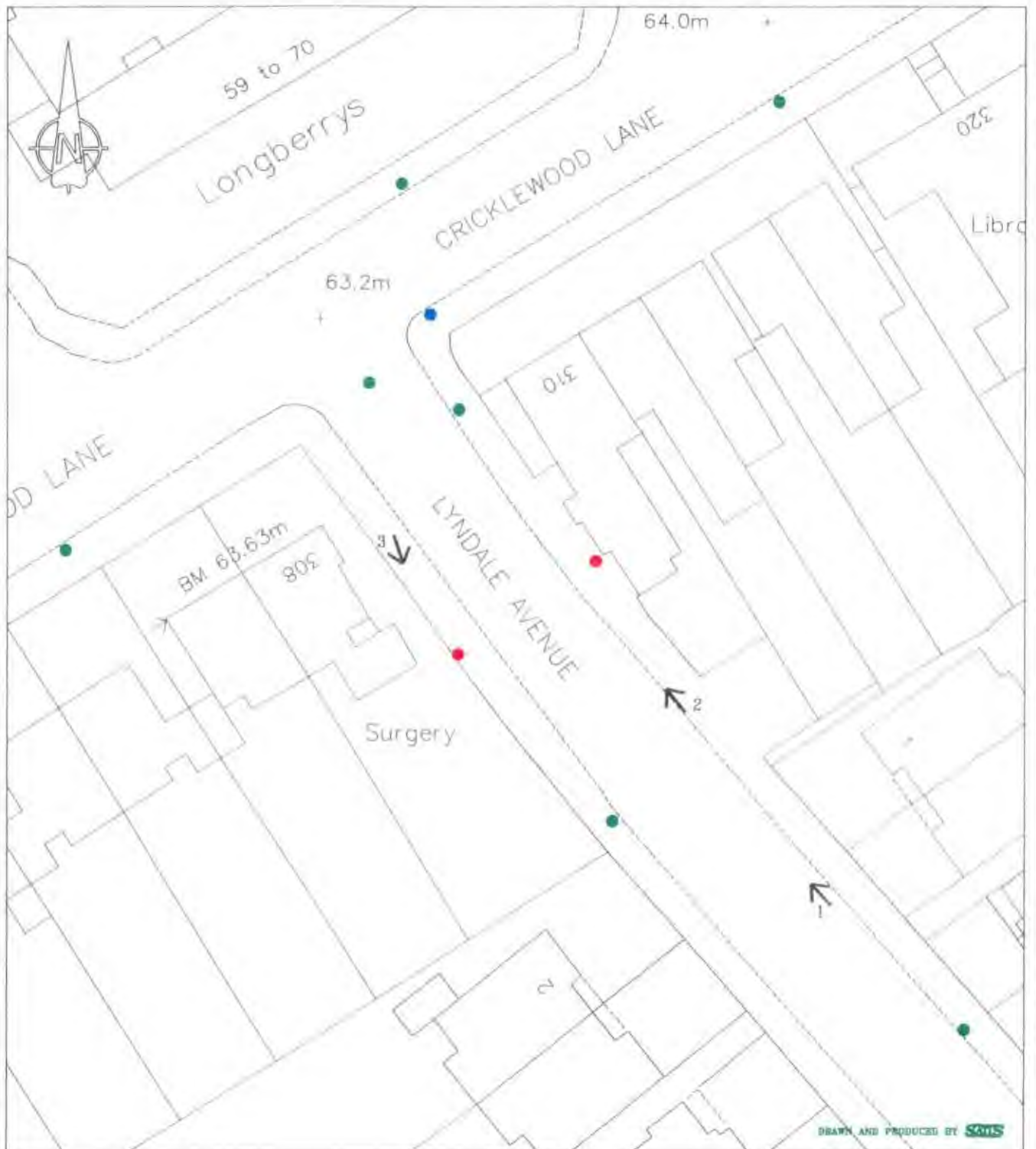


Photograph 04/2





LOCATION 04 LYNDAL AVE, NW2



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
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TECHNICAL SERVICES, PLANNING GROUP

Location 05A Sunnyside NW2

2 poles, 5.5m high

SITE APPRAISAL

The pole on the western side of Sunnyside would be located to the rear of Sunnyside House, adjacent to a column supporting a staircase, and close to underground services. The pole on the east side of Sunnyside would be located to the rear of No. 358 Cricklewood Lane.

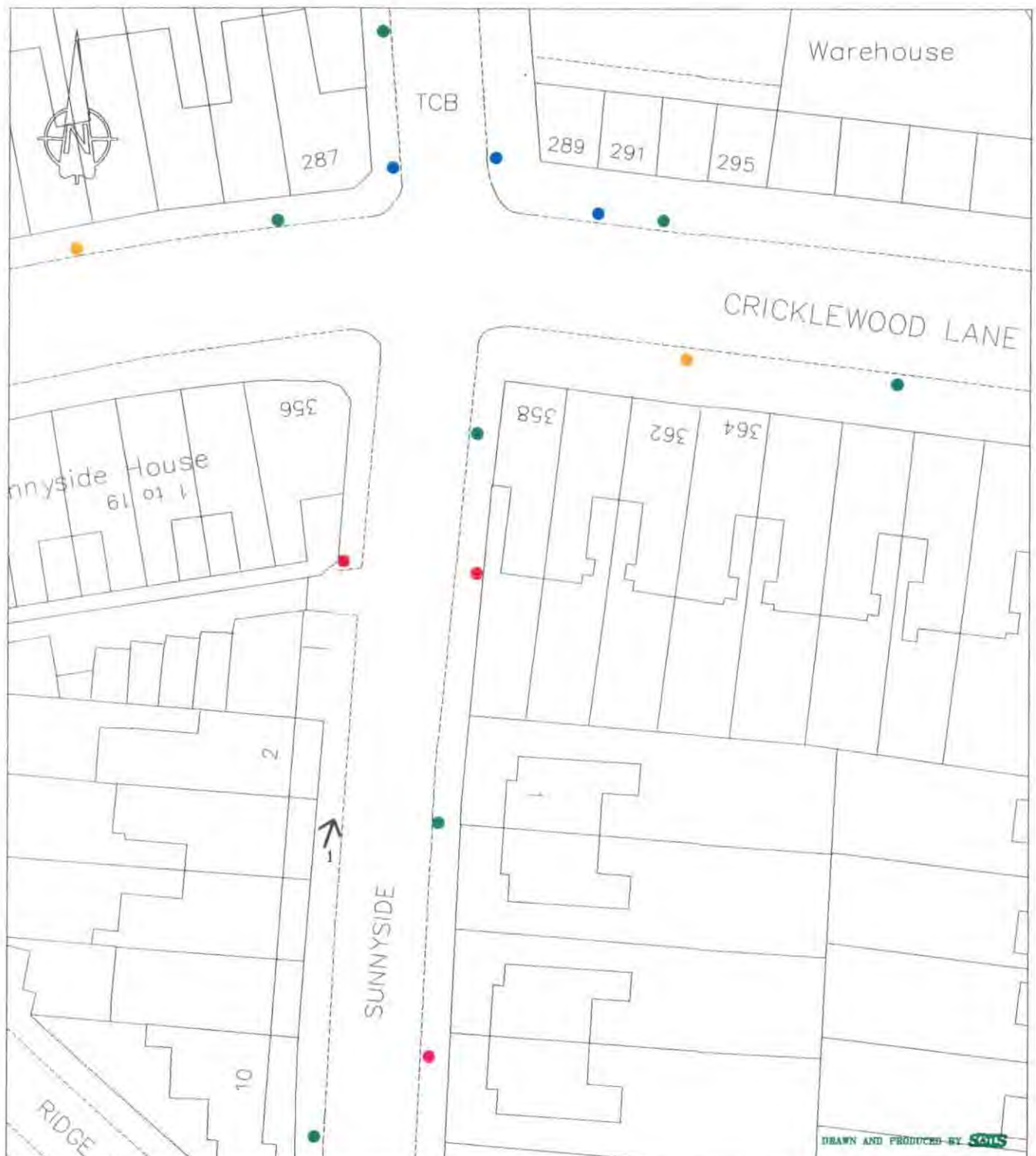
Apart from the occasional lamp post and a telegraph pole Sunnyside does not suffer visually from an excess of street furniture.

The proposal would result in an increase in the amount of street furniture in the road affecting its character and appearance, and, be particularly intrusive when viewed from the rear first floor windows of No. 358, Cricklewood Lane.

Photograph 05A/1



LOCATION 05a SUNNYSIDE, NW2



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

The pole on the west side of Ridge Road would be located next to the close boarded fence surrounding a small car parking area which fronts onto Ridge Road and Cricklewood Lane. It would be situated close to an existing lamp post.

The pole on the east side would be positioned next to 336 Cricklewood Lane's flank wall, to the south of the building's waste pipes.

The street furniture in Ridge Road consists of lamp posts spaced at regular intervals along the road. The proposal would be an additional intrusive feature in the street scene which would detract from its established uncluttered appearance.

Photograph 05B/1







- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
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TECHNICAL SERVICES, PLANNING GROUP

Location 06 Finchley Road NW2

2 poles, 6.5m tall

SITE APPRAISAL

The proposed poles and wire would be located approx. 20m from the junction of Finchley Road with Cricklewood Lane and Hermitage Lane. This part of Finchley Road has a profusion of lamp posts, highway signs and traffic lights.

The proposal would add to the concentration of street clutter in this part of the Finchley Road causing further detriment to the appearance of the street scene.

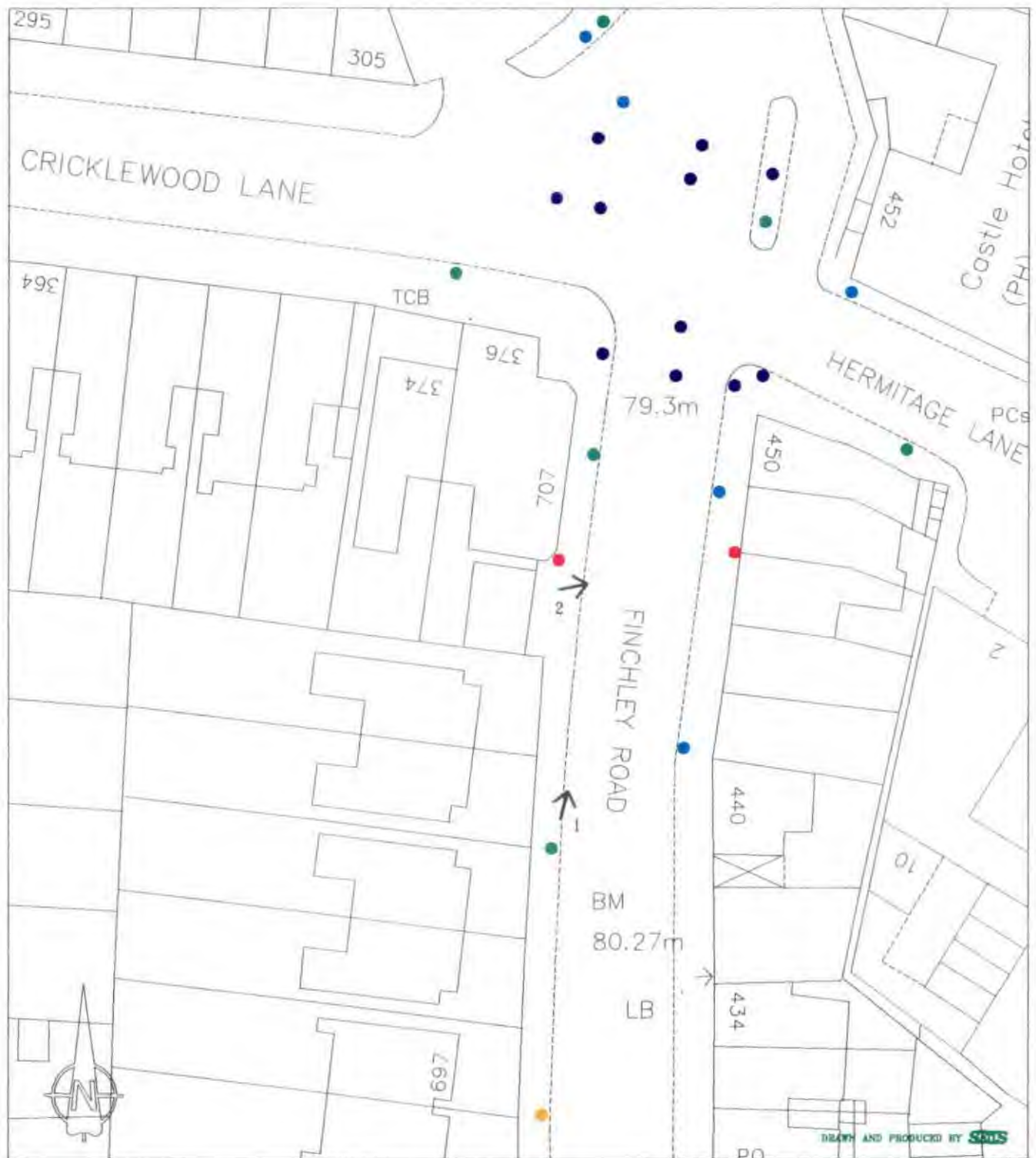
There is also a question which arises about the pole on the western side of Finchley Road.

The current proposal would appear to locate the pole in a position where it would be affected by the overhanging roof of 707, Finchley Road. If the pole was brought forward it would leave a gap between it and the wall leading to difficulties for pedestrians.

Photographs 06/1







- PROPOSED POLE
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- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
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TECHNICAL SERVICES, PLANNING GROUP

Location 07 Devonshire Place NW2

2 poles, 5.5m high

SITE APPRAISAL

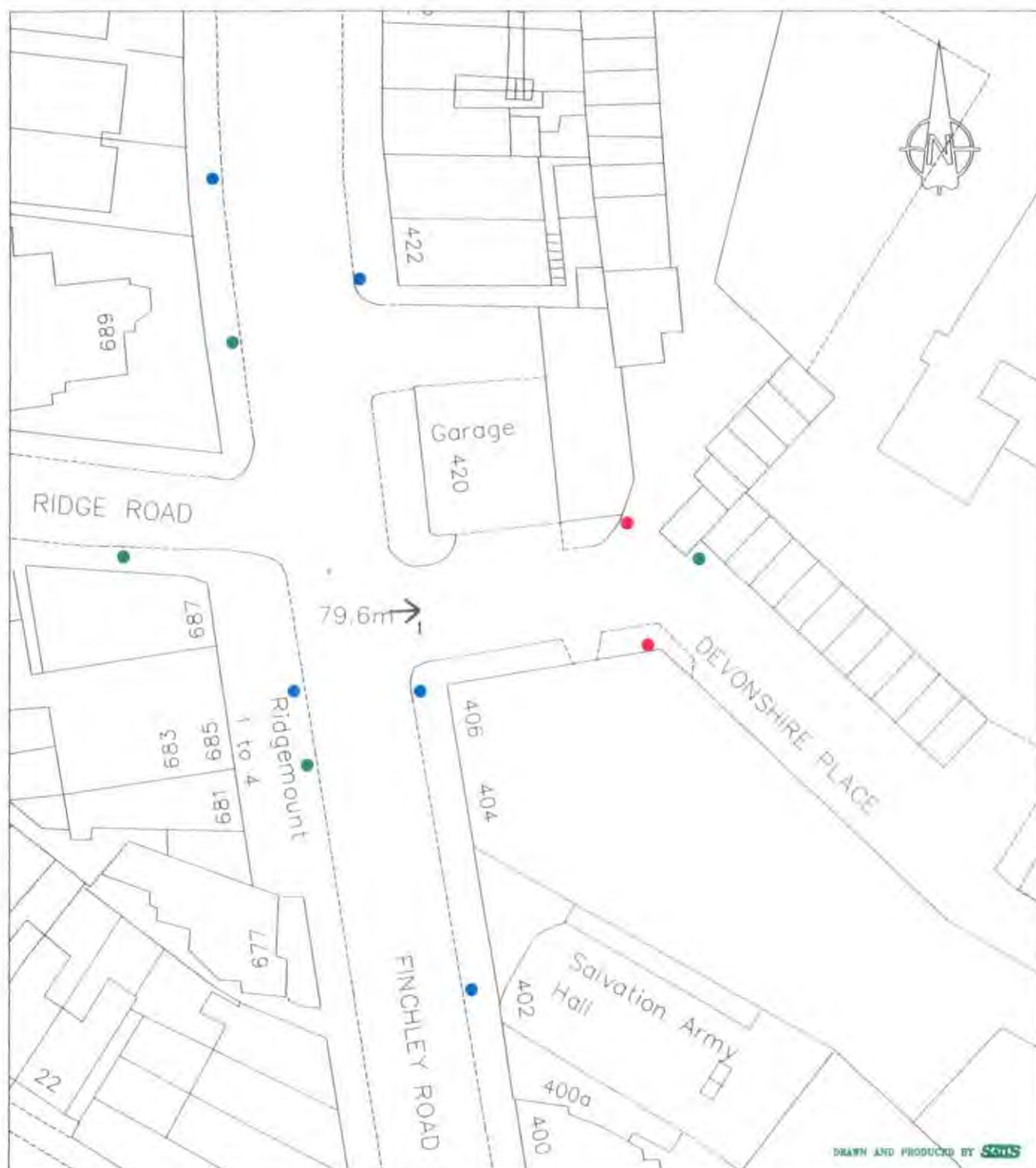
Poles are proposed to the rear of 420 Finchley Road (office development known as "Heath West") and the rear of 408 Finchley Road which accommodates a number of commercial uses. The poles would be set approx. 17m from the Finchley Road junction.

Devonshire Place has an unattractive mix of building styles and uses. Street furniture has, nevertheless, been kept to a minimum and poles and wire are not a typical feature in the street scene. The addition of poles and wire in this location whilst causing some harm could not be said to be of significant detriment.

Photograph 07/1



LOCATION 07 DEVONSHIRE PLACE, NW2



DRAWN AND PRODUCED BY **SCS**

- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

The pole on the south side of Hermitage Lane would be located approx. 6m to the north west of the large horse chestnut tree which is on the boundary of No. 34.

The north pole would be located near to the common boundary of Nos 41 and 43 and would be clearly visible from the front of No. 41, and to a lesser extent from No. 43 because of the screening afforded by the existing beech tree.

The appearance of Hermitage Lane benefits from the limited amount of existing street furniture and I consider that the introduction of the proposal in this prominent position would be visually intrusive and detrimental to the character and appearance of the street scene.

I also anticipate that the construction of the poles and wire will require some work to be undertaken to the existing trees indicated on location plan 08C and specified in the following table:

No. on plan	Species	Height	Radial Spread	Effect of Proposals
1	Beech (Mature)	c15 m	c 8 m	Lopping of 3 branches to erect pole.
2	Beech (Semi-Mature)	c11.5m	c 4.5m	Trimming of branches to string wire. Lopping of 2 branches to erect pole.
3	Beech (Semi-Mature)	c11.5m	c 4.5m	Lopping of 1/2 small branches.

Note: Root damage will be caused to trees where pole is proposed within radial spread. Degree of damage dependent upon care taken and method of construction.

Photograph 08/1



Photograph 08/2







- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 09 West Heath Road NW3

2 poles, 5.5m high

SITE APPRAISAL

The pole on the south side would be located adjacent to the close boarded fence enclosing No.33 West Heath Road next to the property's pedestrian gate. The upper part of the pole would be visible from the window on the front elevation and would, I consider, be an unacceptable visual intrusion.

The pole on the north side would be located in front of the fence which encloses No.34 West Heath Road. The pole would be positioned so as to be visible from upper floor windows at No. 36 particularly when trees are out of leaf. The plan indicates that this part of West Heath Road does not suffer from large amounts of street furniture and there is an almost semi-rural feel to the area. The introduction of additional street furniture would be visually intrusive and detrimental to the character and appearance of this attractive part of West Heath Road close to Hampstead Heath.

Some work to an existing Norway Maple, indicated on location plan 09 and specified in the following table, is expected.

No. on plan	Species	Height	Radial Spread	Effect of Proposals
1	Norway Maple (Mature)	c14 m	c 9 m	Lopping of several small branches to erect pole. Trimming of canopy to string wire.

Note: Root damage will be caused to trees where pole is proposed within radial spread. Degree of damage dependent upon care taken and method of construction.

Photograph 09/1



Photograph 09/2

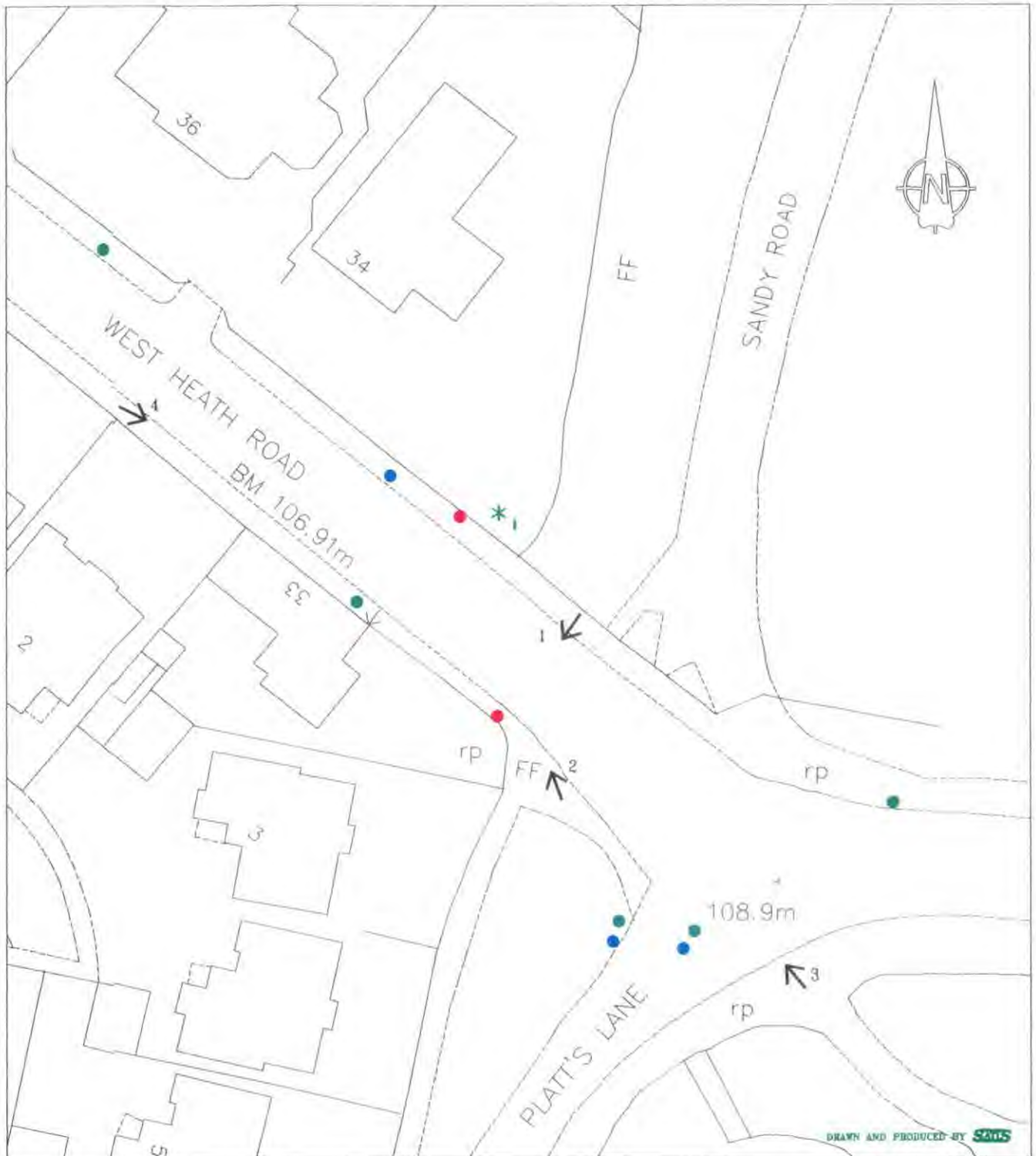


Photograph 09/3



Photograph 09/4





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

The pole on the north west side of the road would be located next to the side boundary wall to "Elmwood". The pole would be located only 5m from the building and would be clearly visible from the windows on the front elevation. I consider that this would be an unacceptable visual intrusion on the outlook from "Elmwood", and would affect one small branch of the adjacent Norway Maple.

The pole on the south west side of the road would be located 2.5m north of the "North End Road" sign to the rear of an existing lamp post. The poles position to the rear of the lamp post would result in narrowing of the pavement width thereby adding to its conspicuousness. It would be close to the gate of the popular Golders Hill Park and visually detract from the entrance to it. This part of North End Road/Way contains a number of lamp posts and signs necessary for highway safety.

I consider that the proposal would be visually intrusive and detrimental to the character and appearance of the street scene.

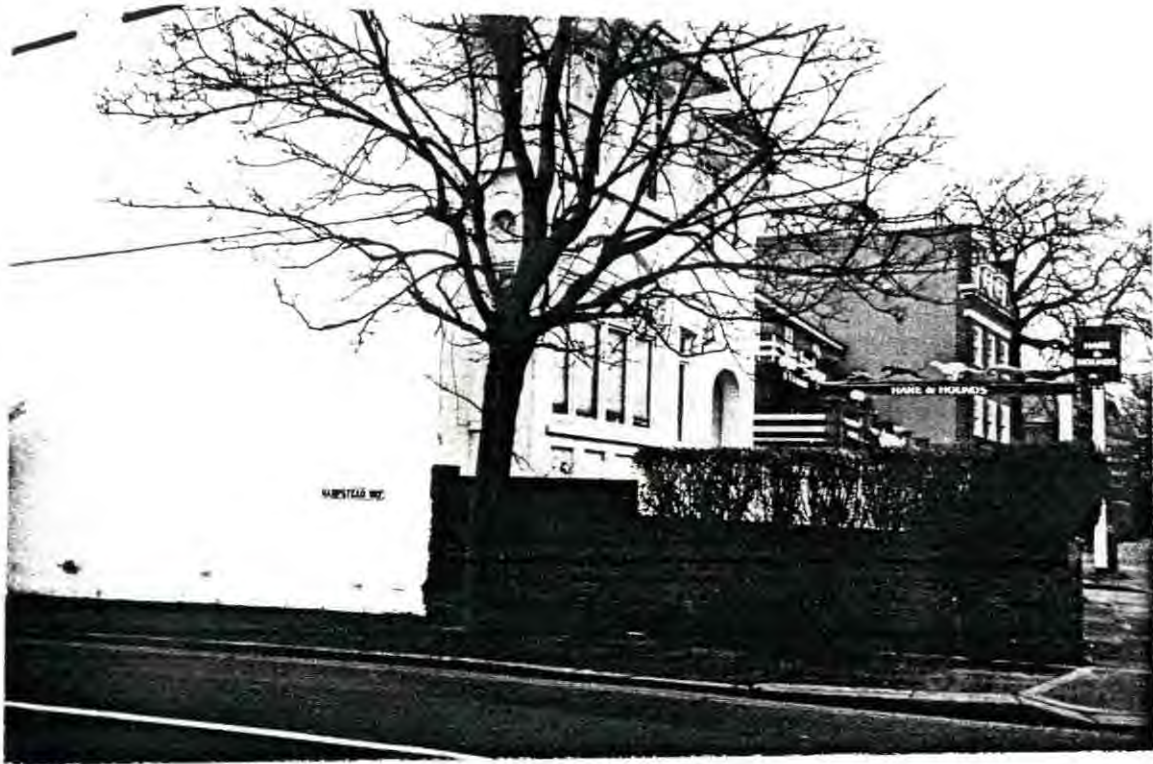
Photograph 12/1



Photograph 12/2



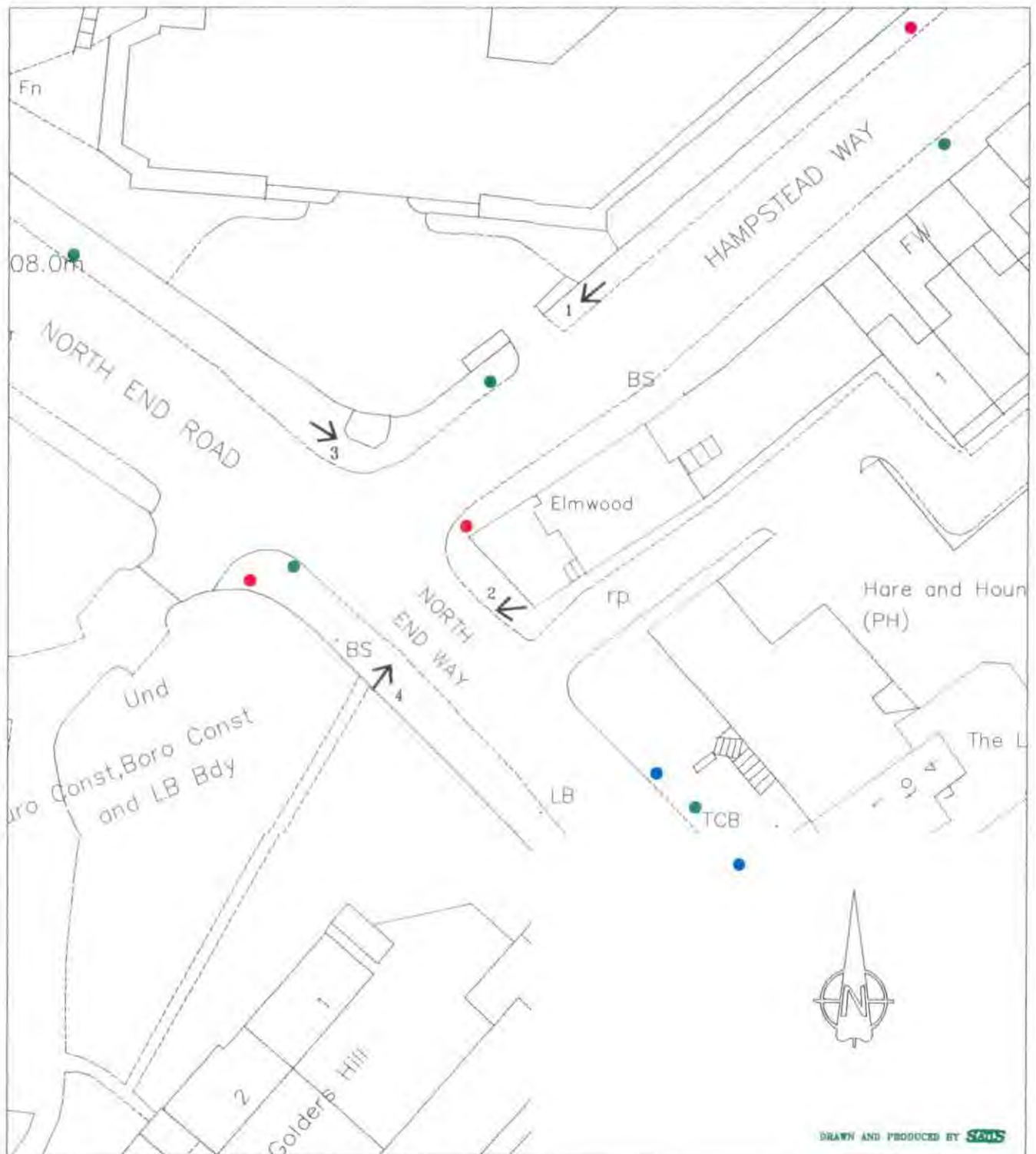
Photograph 12/3



Photograph 12/4



LOCATION 12 NORTH END ROAD/WAY, NW11



DRAWN AND PRODUCED BY **SPS**

- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

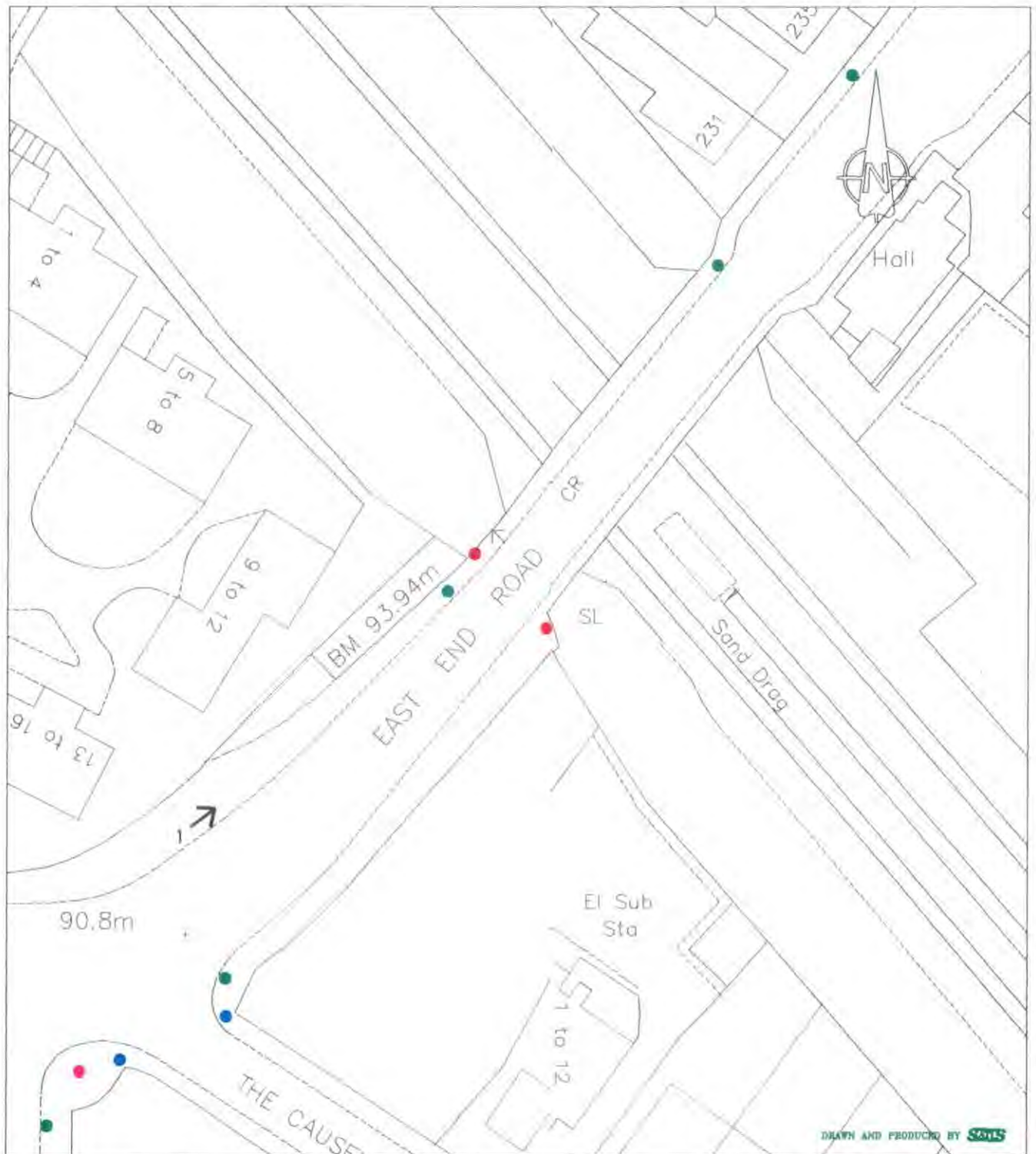
The pole on the west side would be located just north of an existing lamp post thereby creating a double post effect. The pole on the east side would be located 1.5m south of the parapet wall to the bridge adjoining a close boarded fence fronting the grass verge. There are no other lamp posts in close proximity on the east side and this part of East End Road retains a feeling of openness.

The poles would be located at a part of the road where attention is focused due to the narrowing of the roadway and would be seen from the first floor windows at the rear of properties in The Causeway. I consider that the proposal would be visually intrusive in this elevated position and therefore detrimental to the appearance of the street scene.

Photograph 18A/1



LOCATION 18a EAST END ROAD, N.2.



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 18B Prospect Place N2

2 poles, 3.5m high

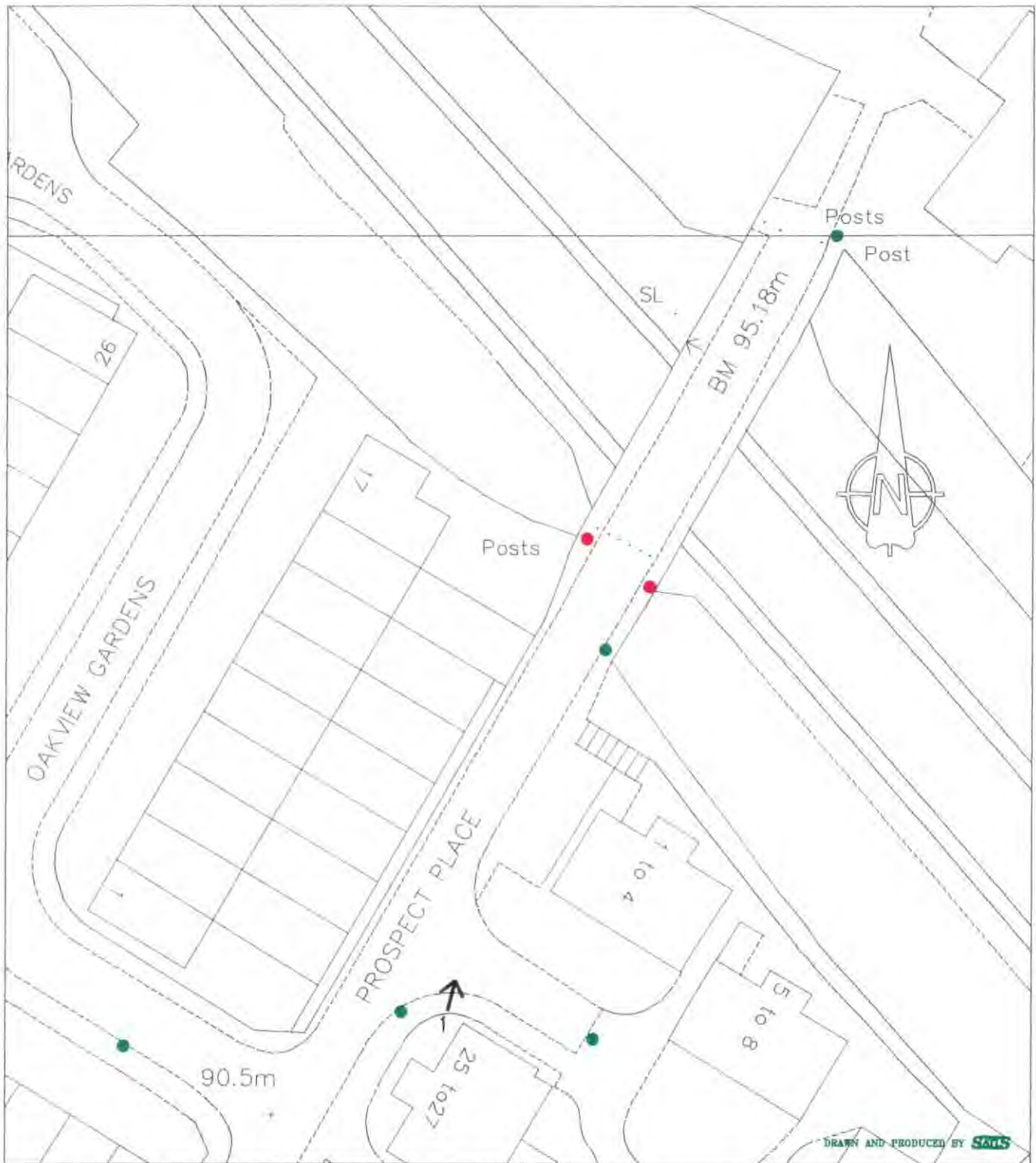
SITE APPRAISAL

The poles would be located at the end of the brick walls and steel mesh fencing to each side of the bridge over the Northern Line railway. The pole on the west side would be located to the rear of the garden fence of No.17 Oakview Gardens, approx. 11m from the property.

The locality benefits from a general lack of street furniture so the open aspect towards the railway bridge is relatively uninterrupted. I consider that it would be unsatisfactory to introduce additional street furniture which would intrude into the open view, and be clearly seen from the rear garden and windows of No. 17 Oakview Gardens.

Photograph 18B/1





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 19 Church Lane N2

2 poles, 5.5m high

SITE APPRAISAL

The pole proposed on the north east side of Church Lane would be located next to the vehicular access to the church hall, to the back edge of the pavement.

The poles on the south west side of the road would be located on the boundary of No's 84 and 86, by the side of No. 84's low boundary wall. Both No.82 and No.84 have bay windows on their front elevation affording views towards the pole. This highly obtrusive location would further prejudice the outlook from No. 84 which already suffers from a telegraph pole located on its boundary with No.82.

The poles and wire would be located close to two existing telegraph poles with wires spanning between nearby properties. I consider that telegraph poles are an unsuitable feature in our street scenes, however, they serve a necessary public function. Whilst they may have become an established part of the urban landscape the recent tendency towards underground cabling should in my opinion be encouraged to enhance the environment.

I do not consider the presence of two visually intrusive telegraph poles significant justification for allowing additional intrusive street furniture which would be to the detriment of the character and appearance of the street scene.

Furthermore branches of existing trees indicated on location plan 19 and specified in the table on page 43 would need to be removed to undertake the proposal thereby reducing potential screening of the poles and wire.

No. on plan	Species	Height	Radial Spread	Effect of Proposals
1	Elm (Young)	c 7 m	c 2.5m	Lopping of several small branches to erect pole.
2	Elder (Shrub)	c 5 m	c 2 m	Lopping of several small branches to erect pole.
3	Elm (Young)	c 7 m	c 2.5m	Lopping of several small branches to string wire.
4	Elm (Young)	c 7 m	c 2.5m	Lopping of several small branches to string wire.

Note: Root damage will be caused to trees where pole is proposed within radial spread. Degree of damage dependent upon care taken and method of construction.

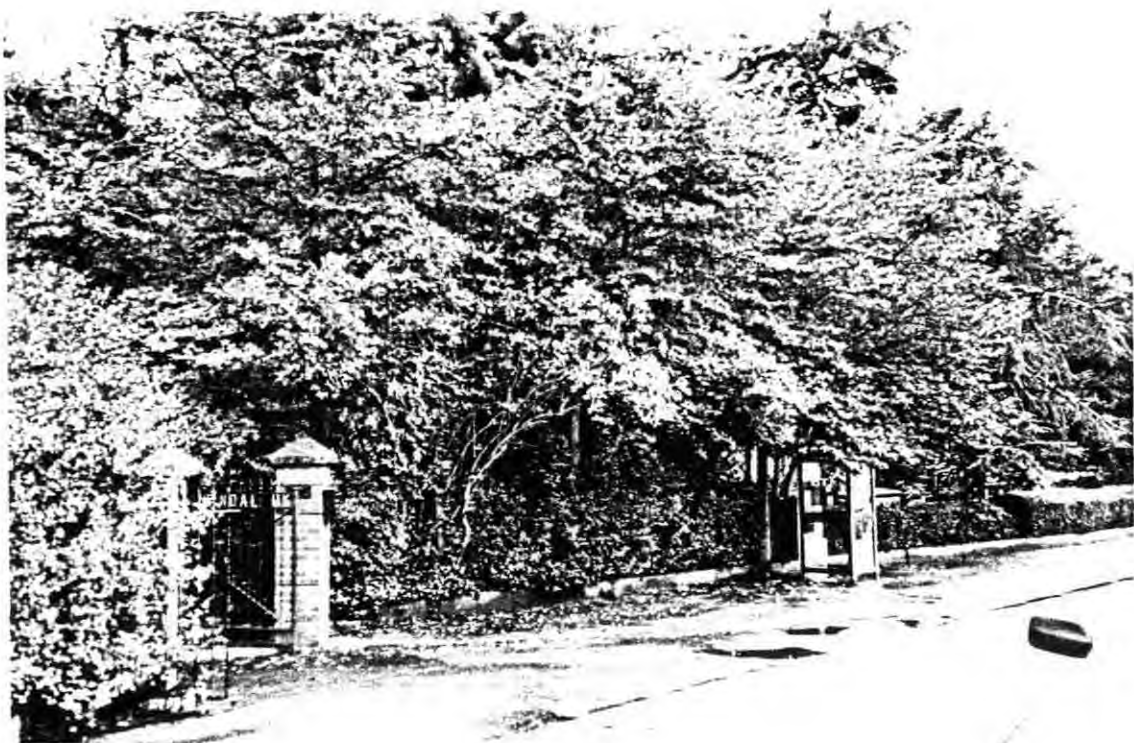
Photograph 19/1



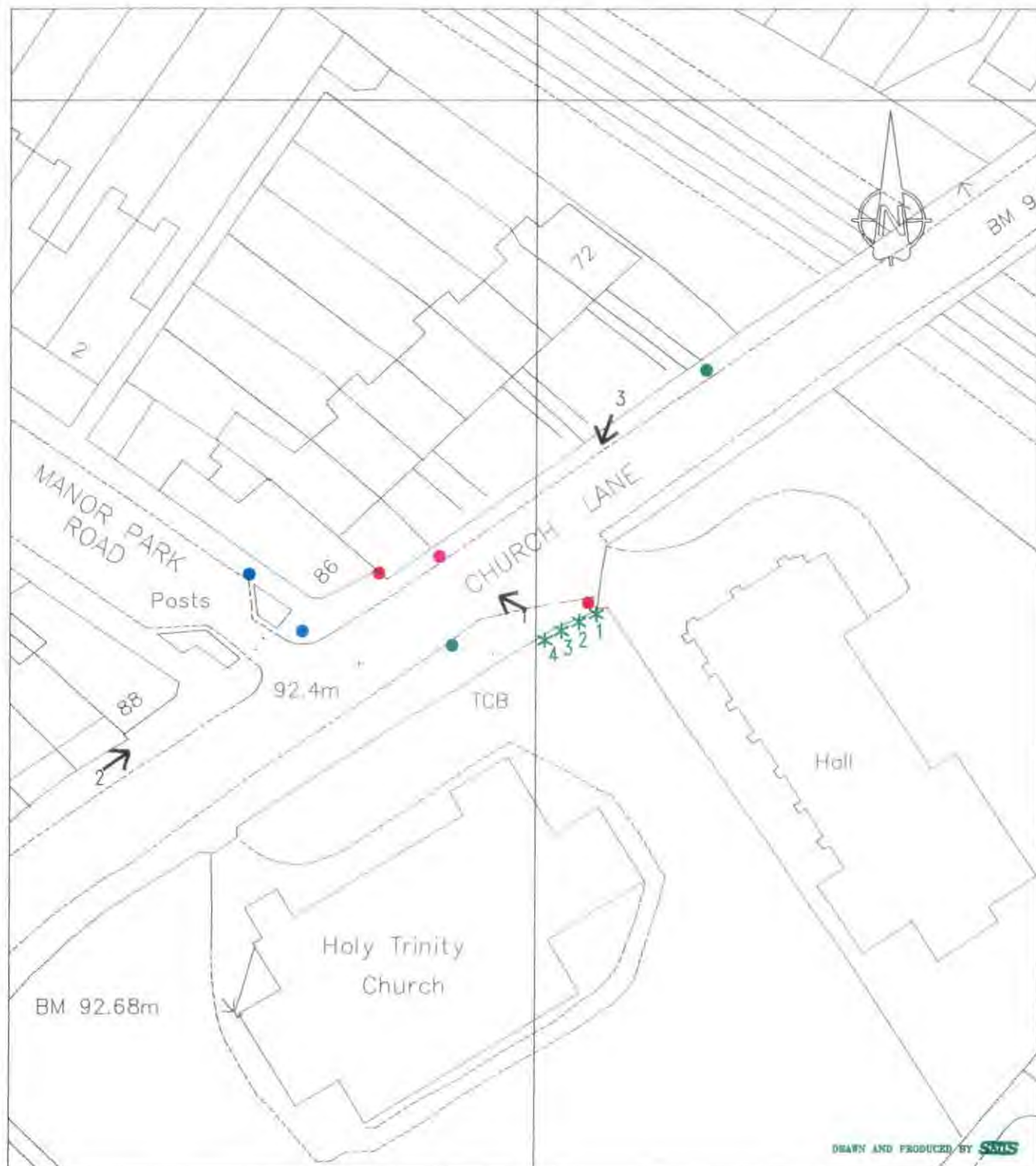
Photograph 19/2



Photograph 19/3



LOCATION 19 CHURCH LANE, N.2.



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 20 North Circular Road N2

2 poles, 6.5m high

SITE APPRAISAL

The proposed poles would be located south-west of the bridge over the Northern line railway. There are no residential properties in close proximity.

The appearance of the location presently suffers from being on a busy traffic route and the introduction of additional street furniture would be to its further detriment.

It should be noted that major road reconstruction works are in progress along this part of the North Circular Road. Alternative positions for the poles would I believe have to be found.

Photograph 20/1





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 21 Squires Lane N3

2 poles, 5.5m high

SITE APPRAISAL

The pole on the north west side of Squires Lane would be located approx. 2m south of an existing lamp post, next to the close boarded fence enclosing No.184 Station Road's rear garden. The pole would be partly screened by the deciduous trees within No. 184's curtilage when in leaf, but would be a visible feature when the leaves are shed.

The pole on the south east side would be located just south of the point where there is no footway for pedestrians, approx. 20m from No.2 Rosemary Avenue, next to the close boarded fence which encloses No.2's rear garden. The pole would be seen against the background of open sky visible from the rear of No.2.

The two existing telegraph poles which are located at the corner of Station Road and Rosemary Avenue with wires spanning to the nearby houses give a good indication of the visual intrusion which the proposal would cause.

I consider that this intrusion would be further exacerbated by their location at a part of the road where attention is focused due to the narrowing of the roadway.

The proposal would create additional clutter in a prominent position and be visually intrusive to the detriment of the character and appearance of the street scene.

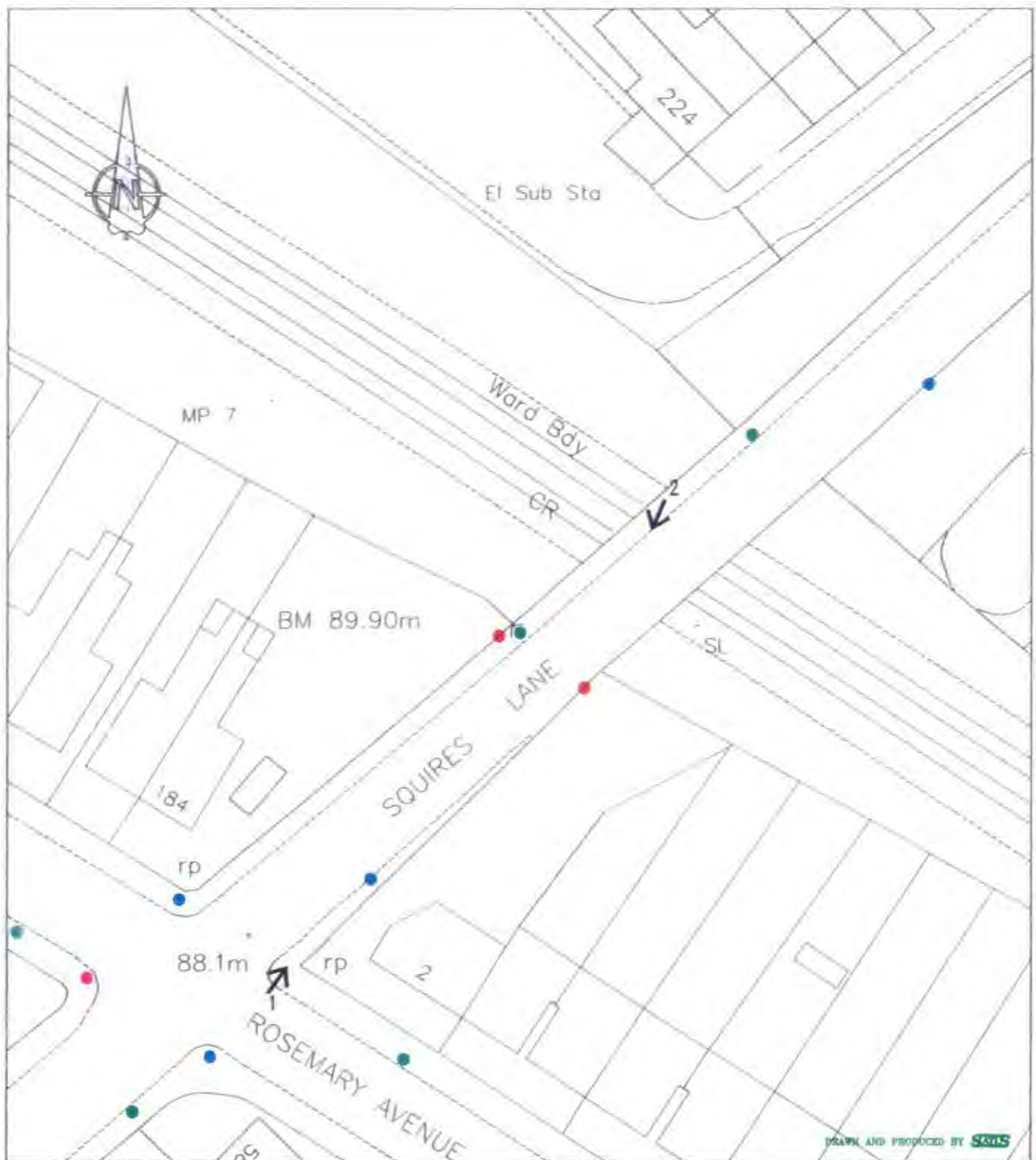
Photograph 21/1



Photograph 21/2



LOCATION 21 SQUIRES LANE, N.3.



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 22 Regents Park Road N3

2 poles, 6.5m high

SITE APPRAISAL

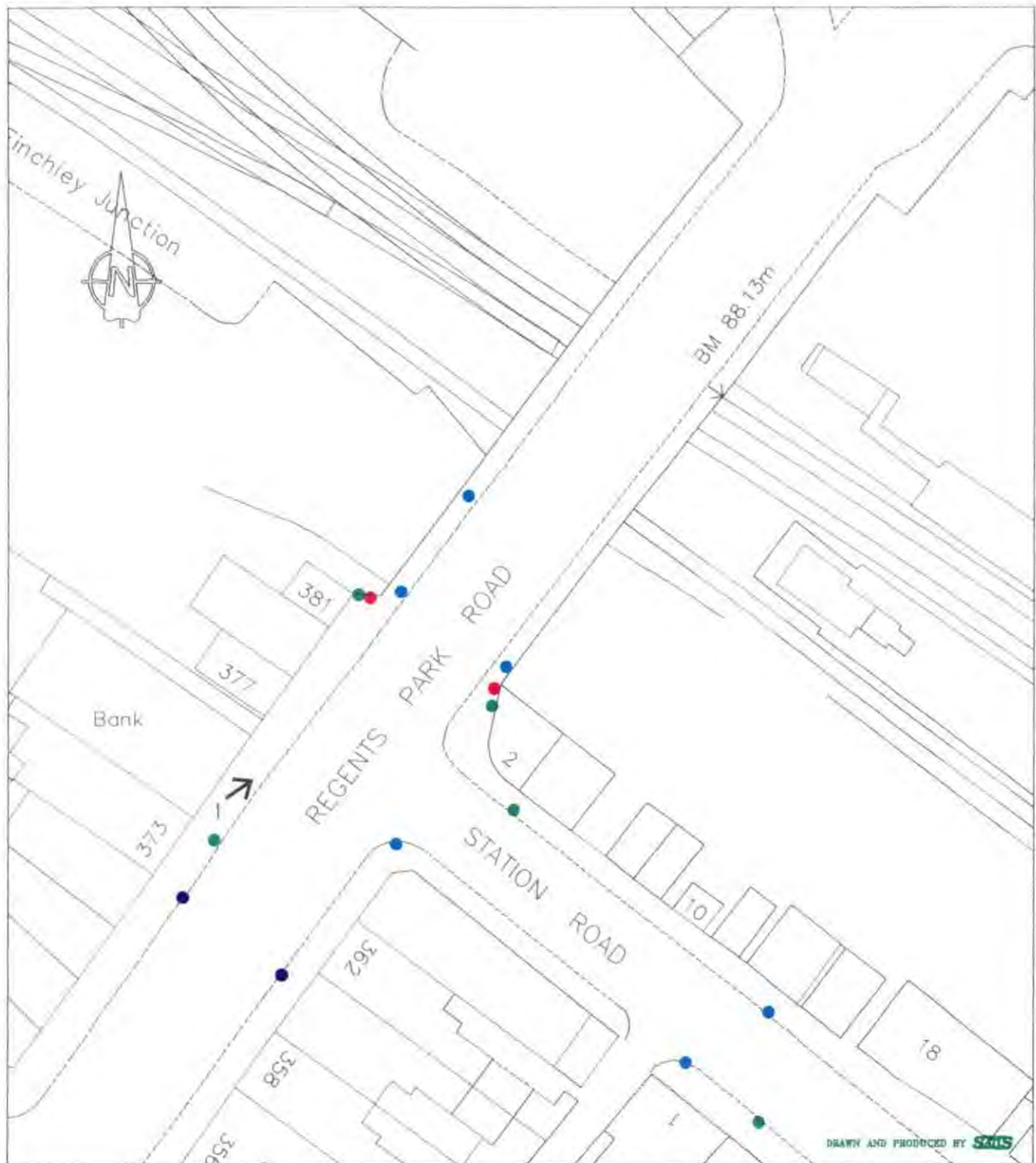
The pole on the west side would be located adjacent to an existing lamp post. The pole on the east side would be located between an existing lamp post and a traffic sign.

This part of Regents Park Road is heavily used by both pedestrians and vehicular traffic and there is a profusion of existing street furniture.

I consider that the proposal would further detract from the appearance of the street scene, at a point where attention is focused due to the narrowing of the footpath crossing the bridge.

Photograph 22/1





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 6.5m high

SITE APPRAISAL

The pole on the south side of the road would be located in front of the low brick wall to the public house, next to No.1 Devonshire Road's privet hedge. The hedge would offer a degree of screening to the occupiers of No.1 but is not of sufficient height to prevent a 6.5m pole being clearly visible from the windows on the upper floor.

The pole on the north side of the road would be located 1m east of No. 2's flank wall adjacent to the steel railing which bounds the lawn to "Dolliscroft", a 3 storey high block of flats. The block is orientated to the south east and therefore the poles would not be unduly visible from the habitable windows on the front elevation. The pole would, however, be clearly visible from the six balconies on the front elevation, the nine windows on the flank elevation of the block and also from the front bay windows of No. 2 Devonshire Road. I consider that it would be an added visual intrusion to the occupiers of the properties whose outlook has recently been improved by the removal of an unattractive siren which was mounted on top of a high post in close proximity to the proposed location.

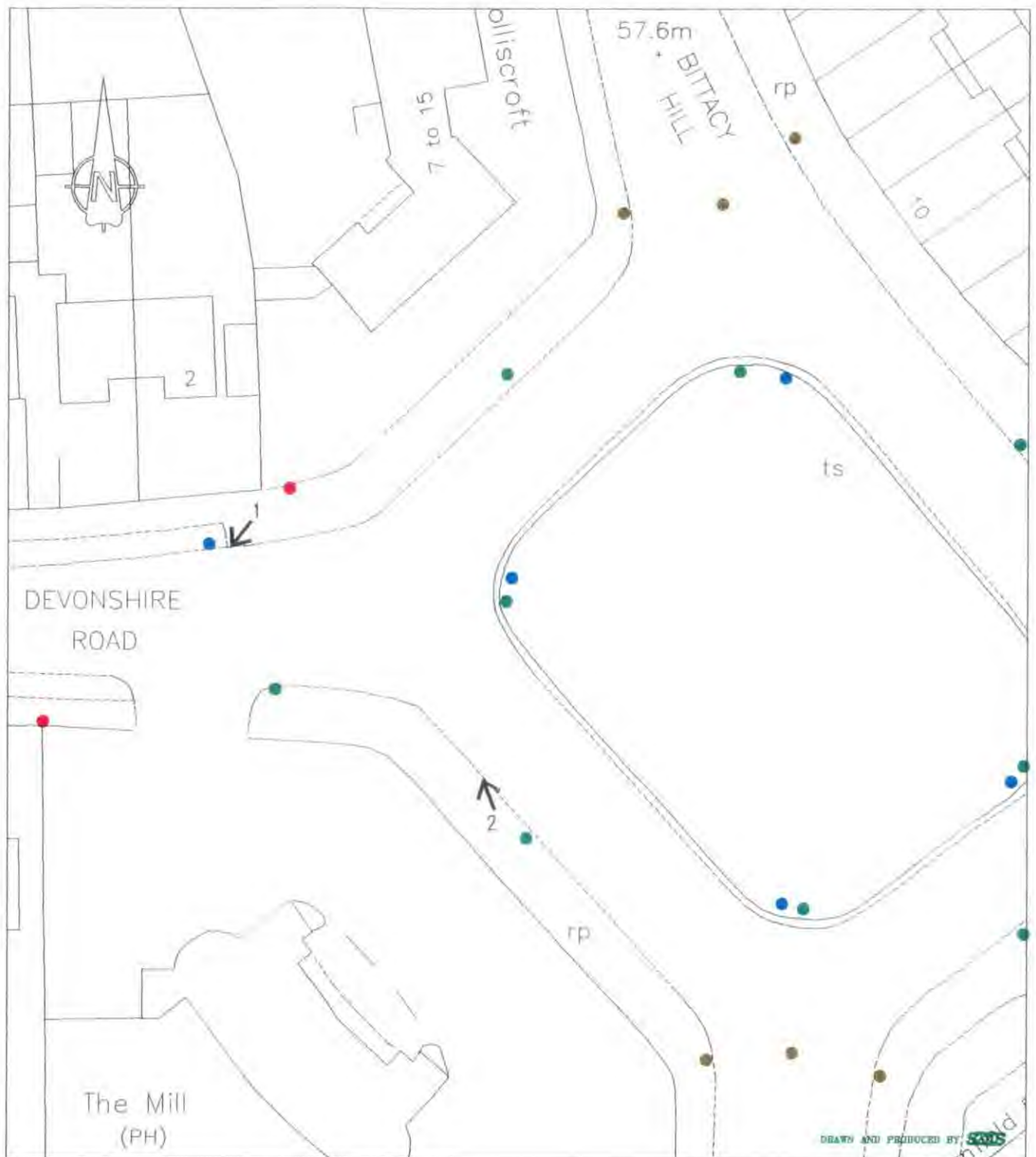
This part of Devonshire Road contains a number of lamp posts, a telegraph pole and street furniture necessary for highway safety. I consider that the introduction of additional street furniture would be visually intrusive in the street scene and detrimental to its character and appearance.

Photograph 23/1



Photograph 23/2





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 1 = 6.5m high, 1 = 3.5m high

SITE APPRAISAL

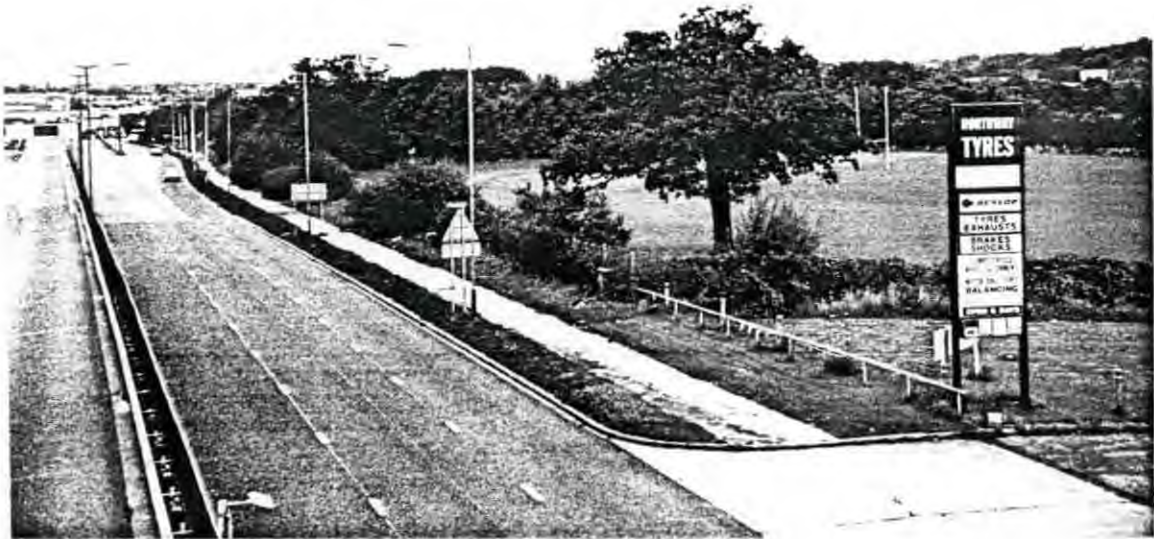
On the north side of the Great North Way one pole (6.5m high) would be located to the west of the entrance to the garage at the corner of the chain link fence which encloses Copthall playing fields. The second pole (3.5m high) would be erected within the grass verge under the walkway enclosed by an existing steel fence and crash barrier. The wire would be attached to the walkway not the 3.5m pole.

The Great North Way has a concentration of highway signs and lamp posts over 10m high, and the garage (Northway Tyres) has a number of lamp posts and a forecourt sign on its eastern boundary.

One of the poles proposed would directly abut Copthall playing fields and this would create a further unsatisfactory visual intrusion on the open aspect of the area.

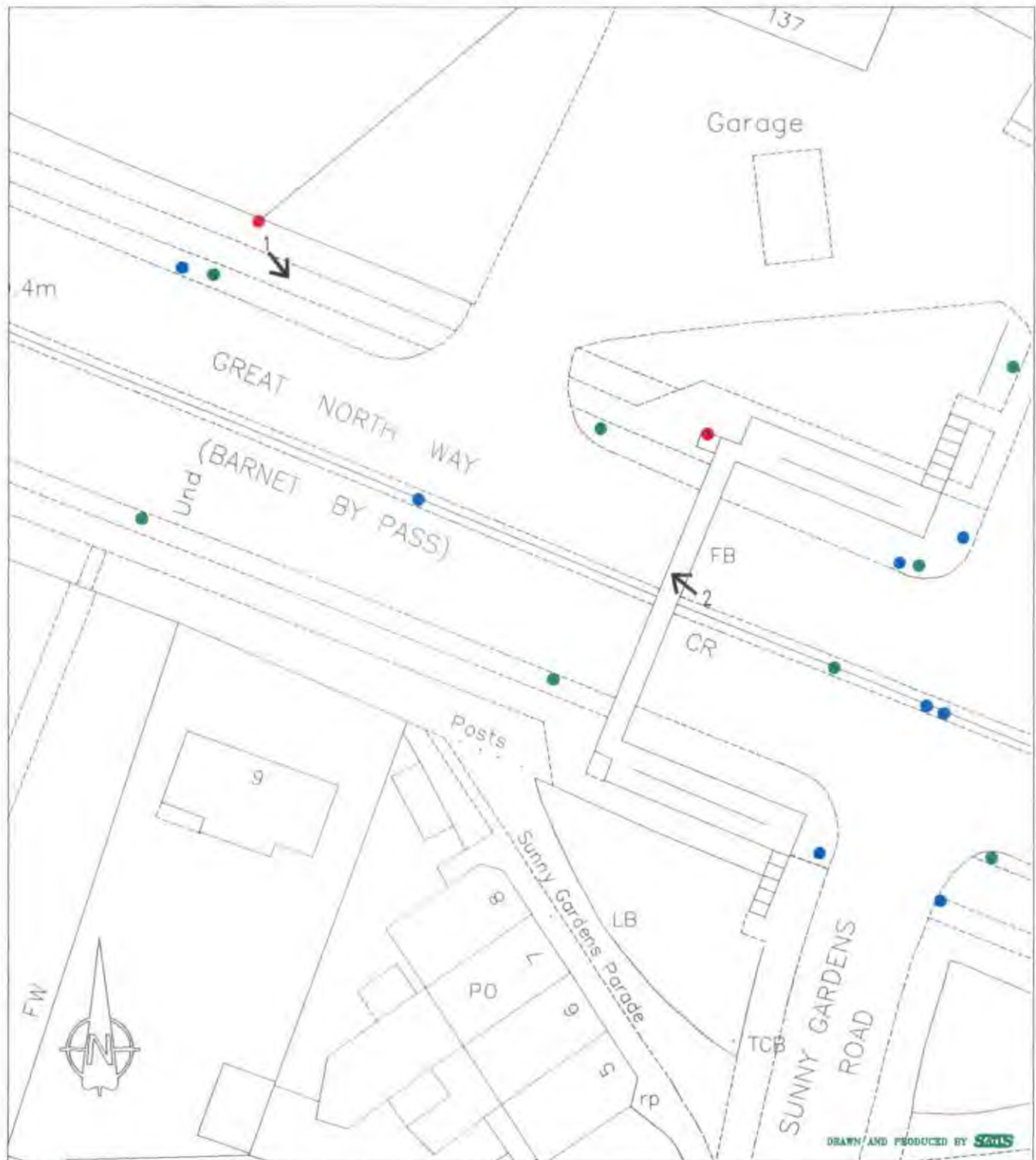
The grassed area by the walkway is cluttered by supporting posts, a ramp and railings. However, all these unattractive elements play an important role in pedestrian safety and convenience. A 3.5m high freestanding pole with no apparent function or purpose would be readily seen and further detract from the appearance of the location.

Photograph 24A/1



Photograph 24A/2





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 1 = 6.5m high, 1 = 3.5m high

SITE APPRAISAL

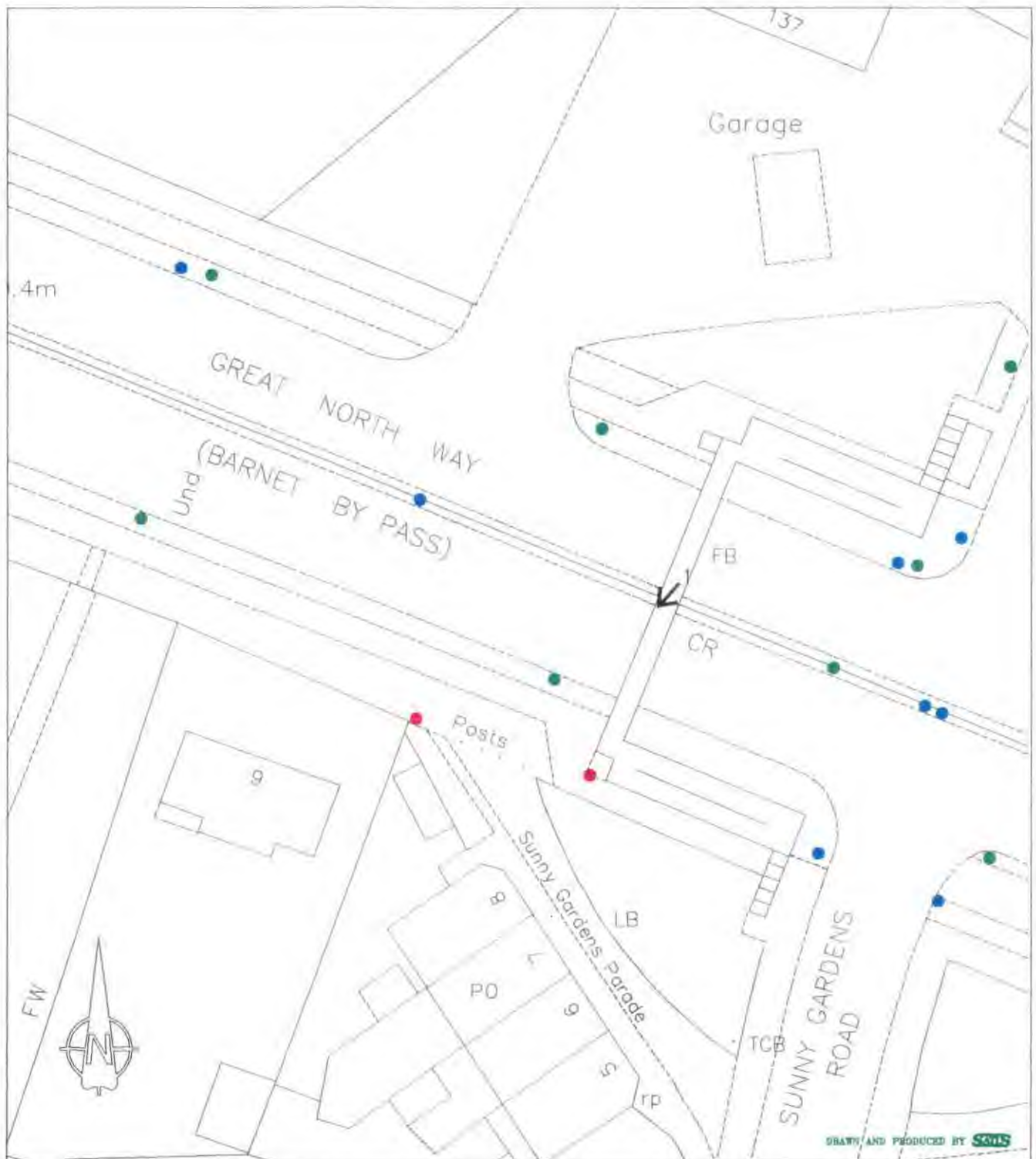
On the south side of the Great North Way one pole (6.5m high) would be located to the east of the vehicular entrance to "White Lodge". Although the pole would be located at an angle to the property's existing windows I consider that a 5.5m tall pole only 7m from the house would be clearly visible from the windows on the front elevation. I acknowledge that there is a concentration of highway signs and lamp posts in the Great North Road. However, I do not consider that this is sufficient justification for allowing an additional pole which, by virtue of its location, would be detrimental to the visual amenities of the occupiers of "White Lodge".

The second pole (3.5m high) would be erected within the grass verge under the walkway. The wire would be attached to the walkway, not the pole.

The grassed area by the walkway is cluttered by supporting posts, a ramp and railings. However, all these unattractive elements play an important role in pedestrian safety and convenience. A 3.5m high freestanding pole with no apparent function or purpose would be readily seen and further detract from the appearance of the location.

Photograph 24B/1





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

3 poles, 6.5m high

SITE APPRAISAL

The pole on the west side would be located next to the flank wall of No. 321 Watford Way's single storey side addition. The windows on the flank elevation of No's 321 and 323 are obscured glazed and, as the pole would be located behind the front building lines of the properties it would not affect their outlook.

The pole would abut the public footpath which runs between No's 321 and 323. A 6.5m high pole would be a prominent and unexpected feature when approached from either end of the footpath, and would, I consider, be visually intrusive to pedestrian users.

Watford Way contains a large number of lamp posts and highway signs, however, no lamp posts or traffic signs on posts are located on the central reservation. The pole proposed on the central reservation would, therefore, be out of character in the street scene and, by virtue of being a lone feature on the central reservation, would be unduly conspicuous.

The pole on the east side would be located on the north side of the entrance to Sunnyhill Park, approx. 7m from the boundary with No.322.

Street furniture close to the park has been kept to a minimum and I consider that the introduction of an additional pole in this location would be visually intrusive to users of the park, detracting from the open character at the entrance.

I do not consider that the amount of existing street furniture in this location is sufficient justification for the proposal which would add to the existing clutter in the street scene.

Photograph 25/1

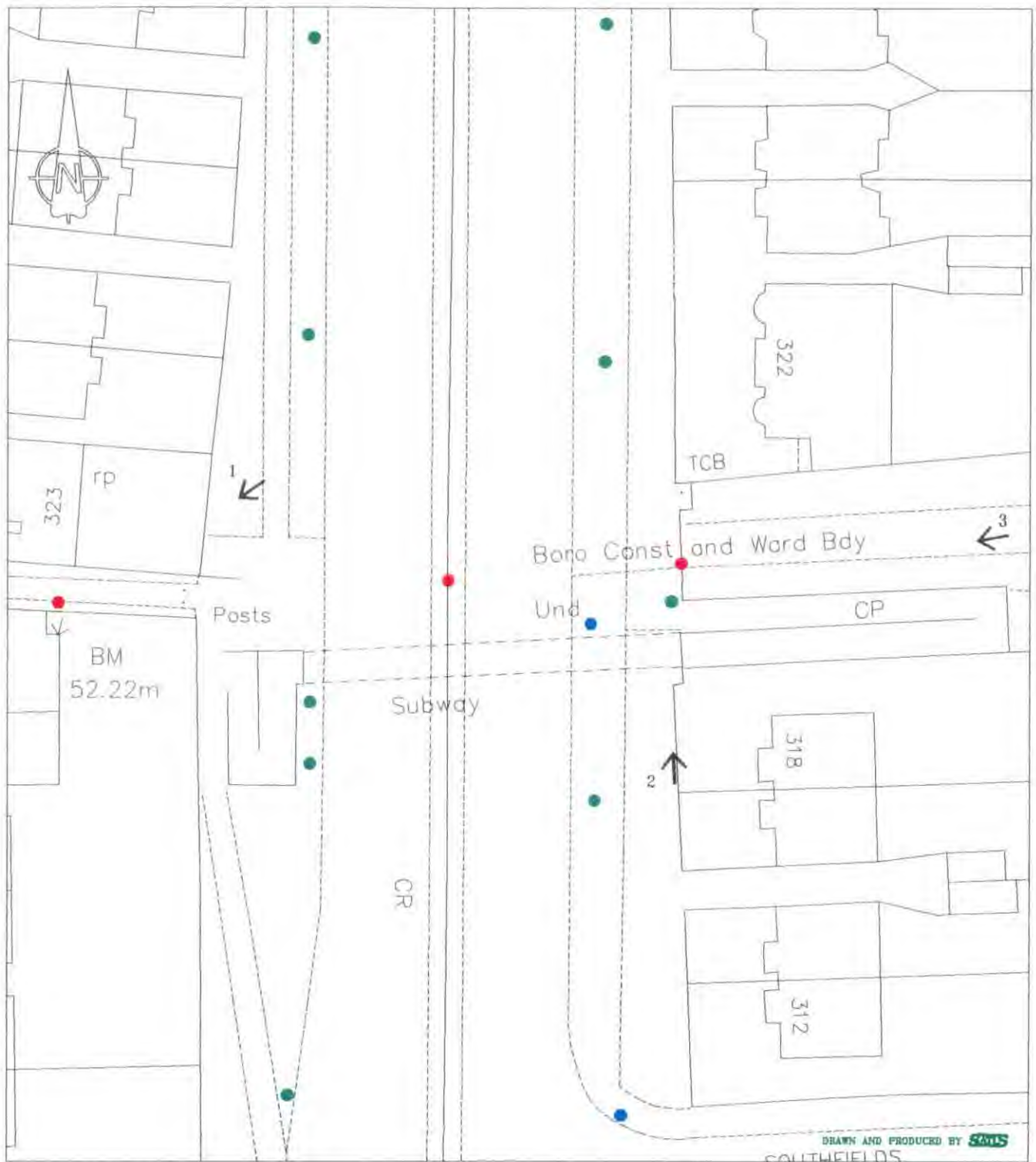


Photograph 25/2



Photograph 25/3





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

The pole on the north side of Colindeep Lane would be located just east of an existing lamp post, approx. 14m from No. 26.

The upper part of the pole would be visible, in particular, from the side garden and west facing flank windows of No. 26 affecting the outlook from the property.

The pole on the south side of the road would be positioned just east of an existing lamp post abutting the low boundary wall to Endersleigh Court. The ground floor level of Endersleigh Court is significantly lower than the road level of Colindeep Lane and the pole would not therefore affect the outlook from the ground floor windows on the flank elevation. It would, however, be visible from the 1st floor flank windows especially when existing trees are out of leaf, and I consider that this would be an unacceptable visual intrusion to the occupiers.

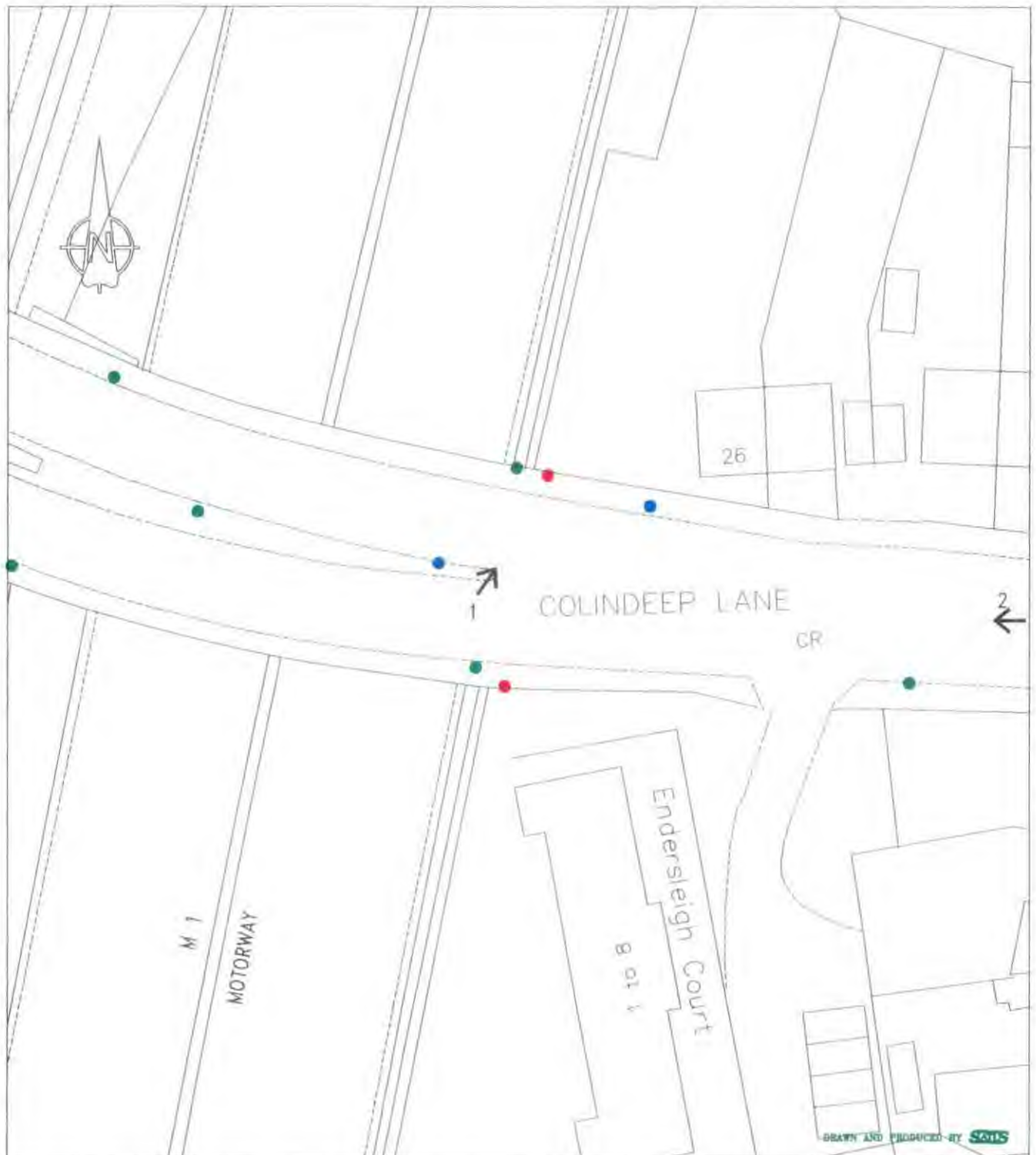
This part of Colindeep Lane has a number of lamp posts located at equal distances along the road at the back edge of the pavement. The additional two poles proposed in close proximity to two existing lamp posts would, in my opinion, appear as an incongruous double pole effect and be visually intrusive features in the street scene.

Photograph 26/1



Photograph 26/2





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
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TECHNICAL SERVICES, PLANNING GROUP

Location 27 Station Road NW4

2 poles, 5.5m high

SITE APPRAISAL

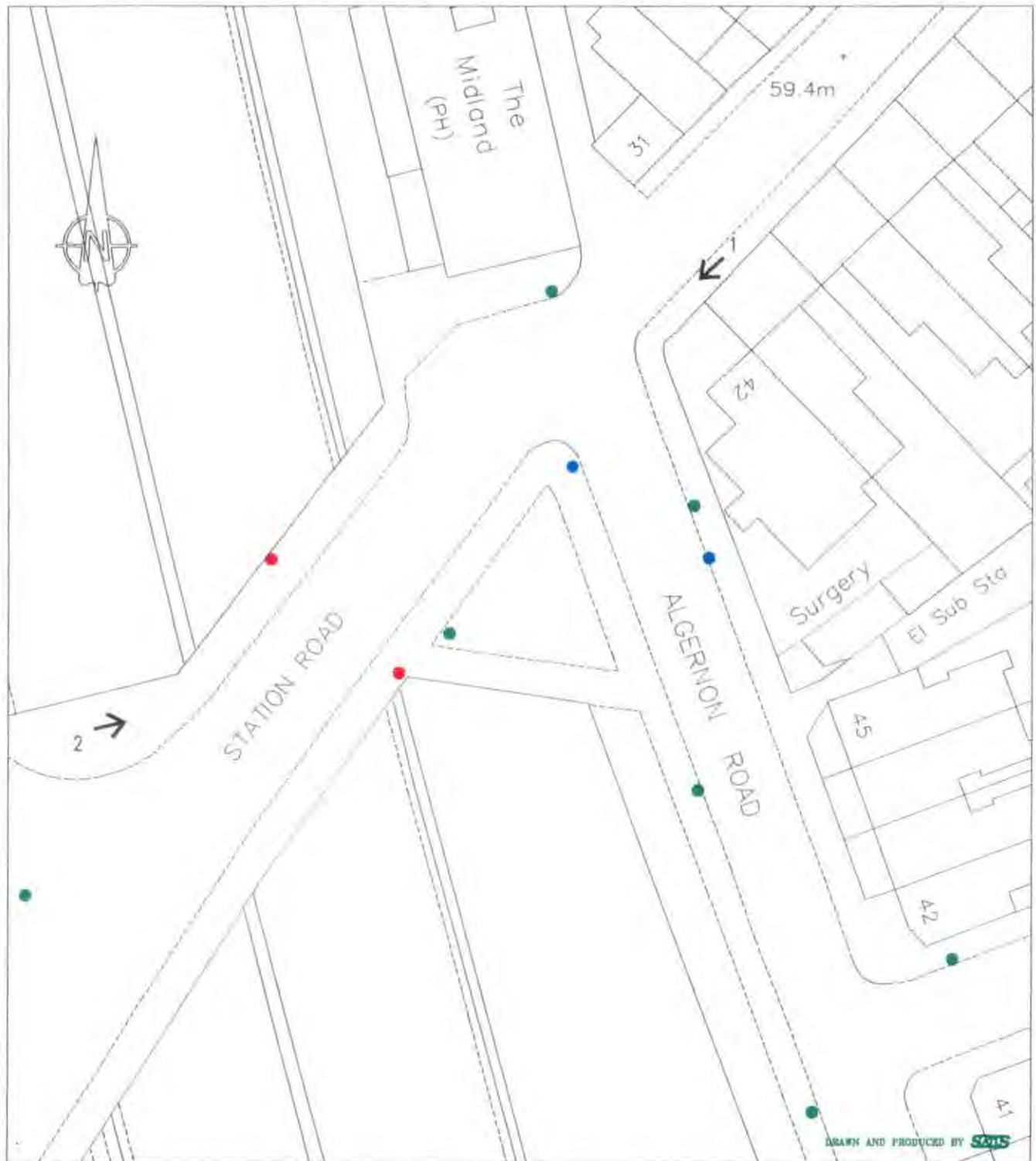
The pole on the east side would be located at the corner of the footpath, leading from Algernon Road to Station Road. There is a lamp post positioned at the corner of the grass verge approx. 4m from the proposed pole. The pole on the west side would be located on the rear of the pavement on the bridge over the M1. This part of Station Road has a wide variety of street furniture such as lamp posts, a bus stop, highway signs and railings. Also the lamp posts along the M1 project above the level of the bridge.

I consider that adding to this clutter would be unacceptable.

Photograph 27/1







- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

3 poles, 5.5m high

SITE APPRAISAL

The poles on Dallas Road would be located at the junction of the close boarded fence and steel railings backing on to the motorway embankment.

This part of Dallas Road has a number of street trees which, when in leaf, will provide a degree of screening of the poles and wire from the properties opposite. When the leaves are shed, the proposal would become a more visible feature in the street scene. I anticipate that some work will be necessary to existing trees, shown on location plan 28 and within the table below, which will further expose the proposal.

The third pole would be positioned at the corner of the grass verge on the north side of Park Road at the junction with the close boarded fence. This section of Park Road with its expanse of green space has an uncluttered, open aspect. Furthermore because of a fall in the level of the land the pole will be prominent against the background of a clear sky, when viewed from Mount Road properties opposite. I consider that the introduction of additional street furniture in this location would detract from the appearance of the street scene and be visually intrusive in the locality .

No. on plan	Species	Height	Radial Spread	Effect of Proposals
1	London Plane (Mature)	c11 m	c 5 m	Lopping of 2 small branches to erect pole. Lopping of several branches to string wire.
2	London Plane (Mature)	c11 m	c 5 m	Lopping of 1/2 small branches to string wire.

Note: Root damage will be caused to trees where pole is proposed within radial spread. Degree of damage dependent upon care taken and method of construction.

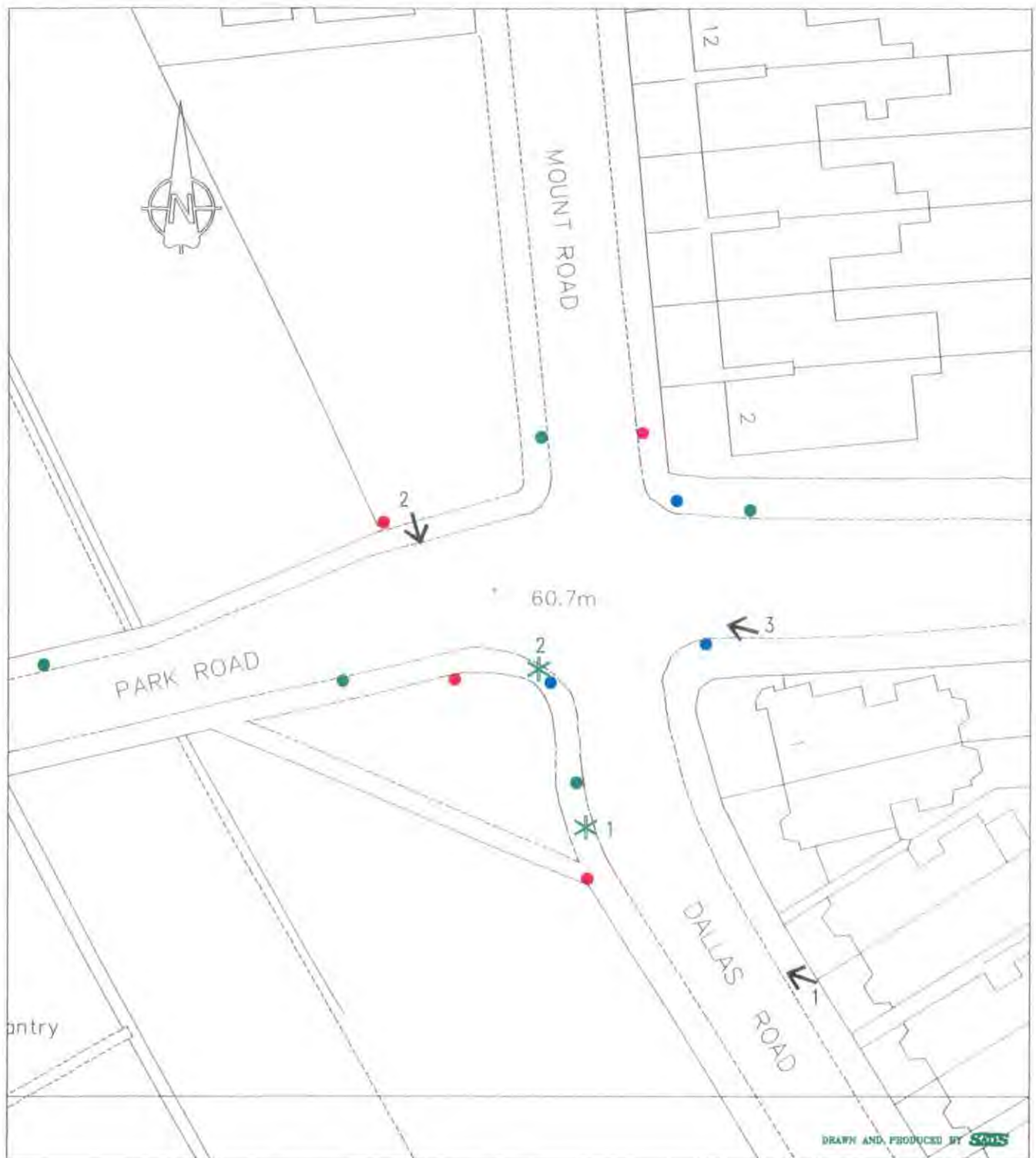
Photograph 28/1



Photograph 28/2







- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Locations 29 A & B Templehof Avenue, River Brent NW4

4 poles, 5.5m high

SITE APPRAISAL

Four poles are proposed on two of the bridges over the River Brent which are part of the access road network to Brent Cross Shopping Centre and its car parks.

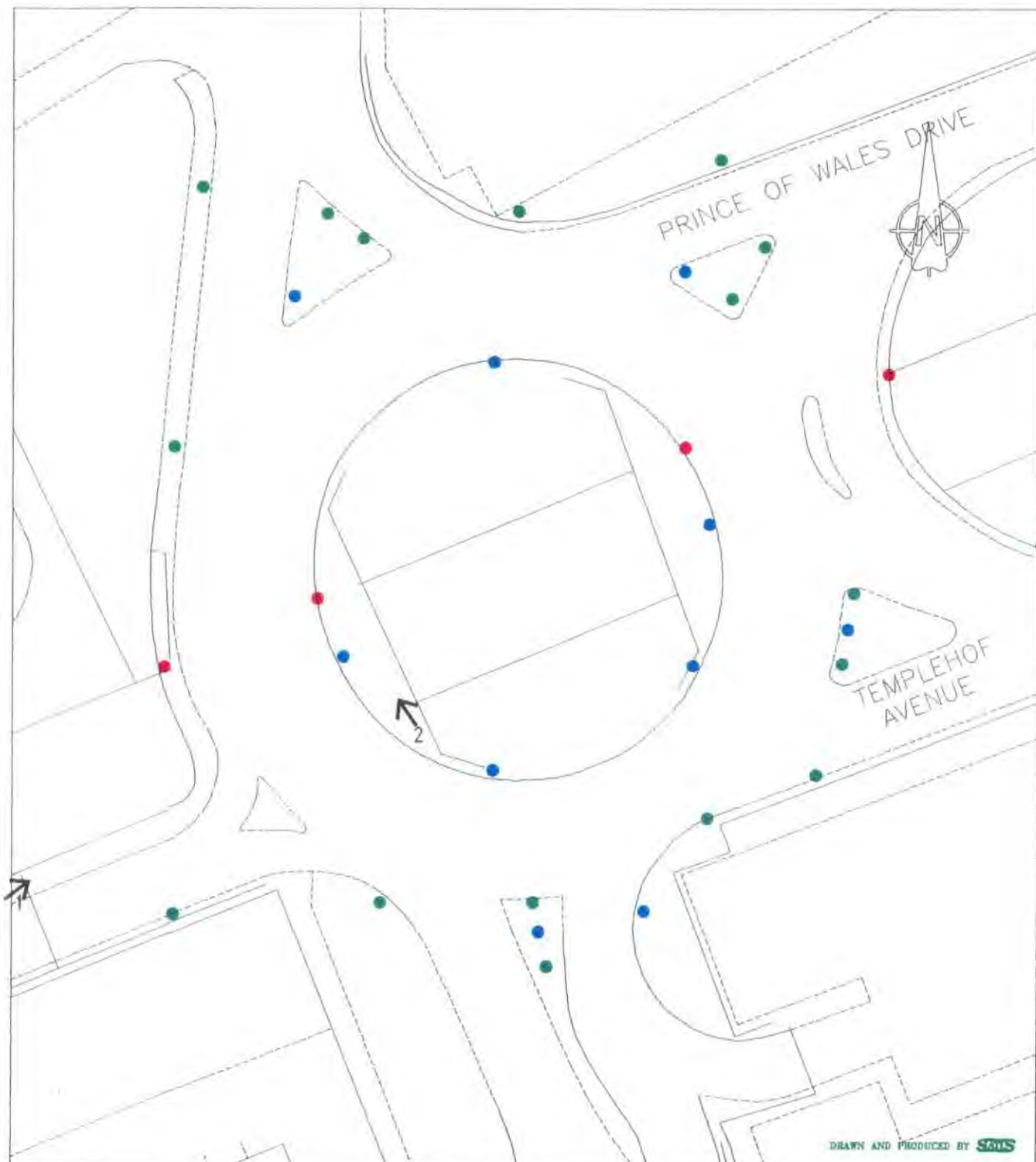
The area in general has a proliferation of intrusive lamp posts and highway signs, however, this roundabout has an orderly appearance and the addition of four more poles would be an added visual detriment.

Photograph 29/1



Photograph 29/2





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
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TECHNICAL SERVICES, PLANNING GROUP

Location 30 Templehof Avenue/Tilling Road NW4
2 poles, 5.5m high

SITE APPRAISAL

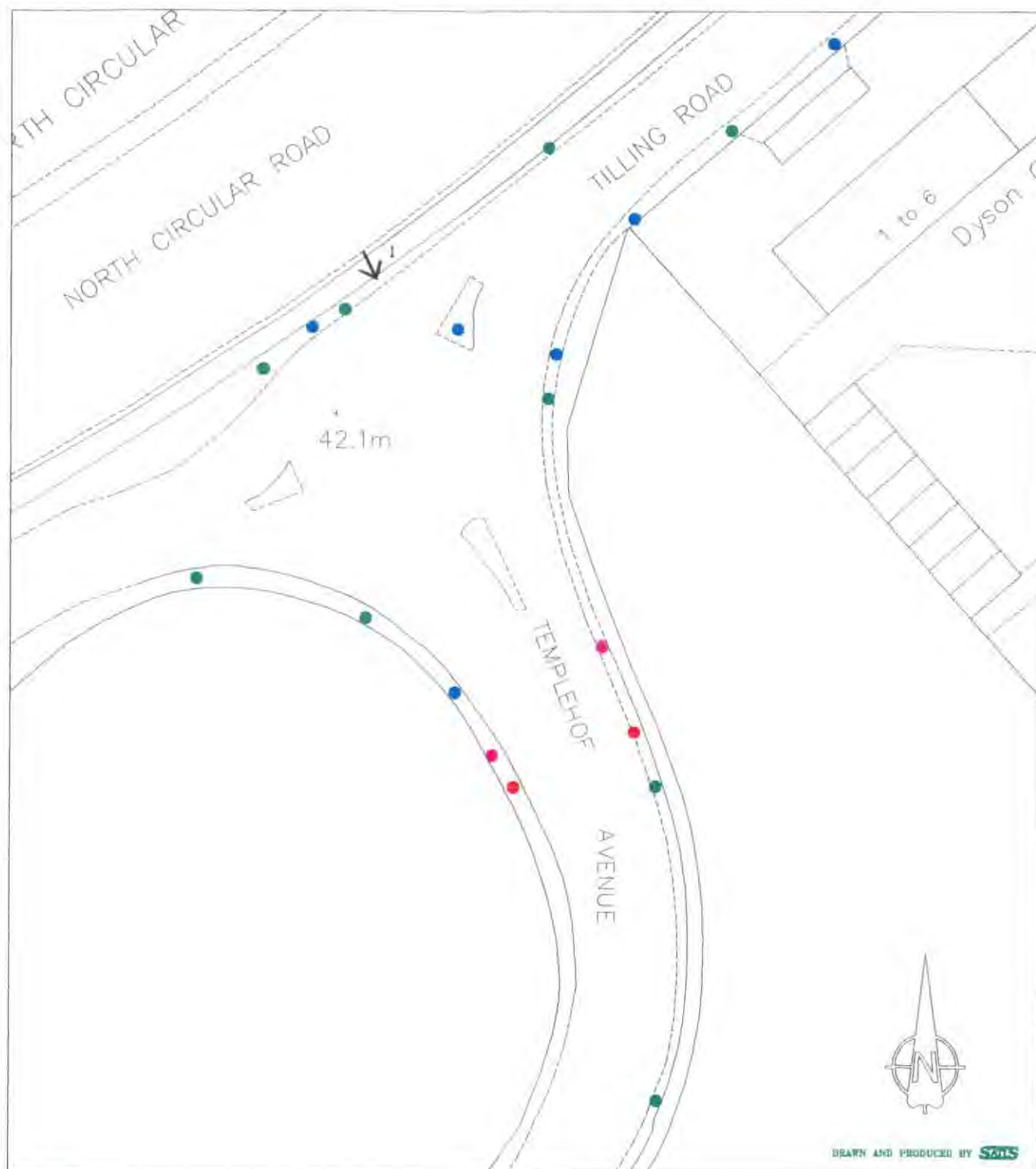
Two poles would be located approx. 28m from the junction of Templehof Avenue with Tilling Road. The south west pole would abut the recently developed Holiday Inn Hotel Complex.

This part of Templehof Avenue/Tilling Road presently contains a number of advertising hoardings, highway signs, lamp posts and telegraph poles. The proposal would create an added visual intrusion in the street scene which would further detract from its appearance, although after careful consideration I cannot say that it would be significantly detrimental.

Photograph 30/1



LOCATION 30 TEMPLEHOF AVENUE/TILLING ROAD, NW4



DRAWN AND PRODUCED BY **STMS**

- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

2 poles, 5.5m high

SITE APPRAISAL

The pole on the west side of Childs Hill Walk would be located at the corner of the entrance to All Saints Church of England Primary School.

The wire would span over the entrance to the school and Childs Hill Walk to the second pole located at the corner of Childs Hill Walk and the front garden area to the adjoining block of flats. A degree of screening would be offered to the occupiers of the flats by an existing hedge along the flank boundary.

I consider that the introduction of further street furniture in this part of Cricklewood Lane would be an added visual intrusion in the street scene which would further detract from its appearance.

The lopping of several small branches of a young Ash tree located close to the boundary of the block of flats will be necessary to construct the east pole and wire, and this tree will be likely to present future problems as it grows.

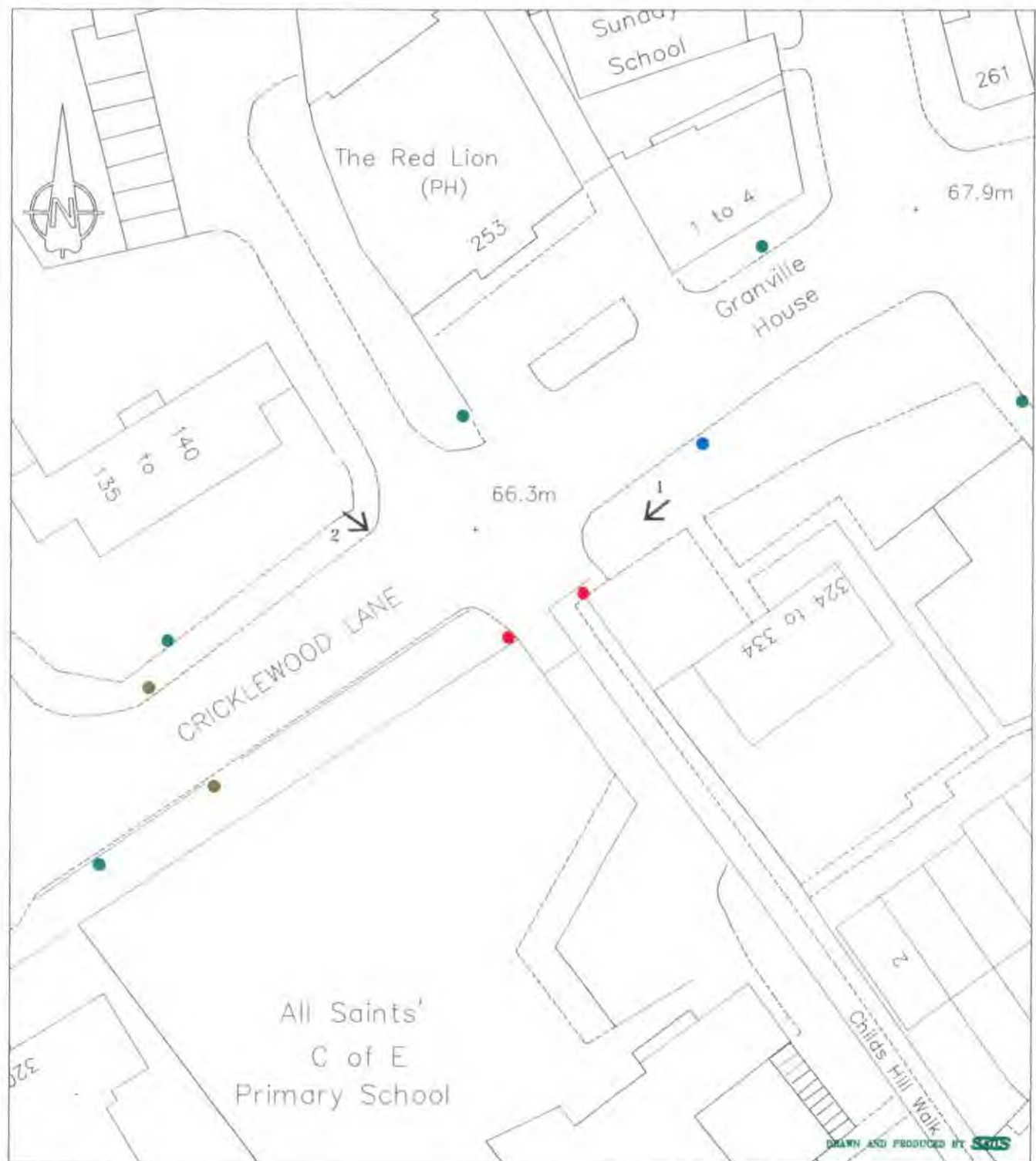
Photograph 32/1



Photograph 32/2



LOCATION 32 CHILDS HILL WALK, NW2



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
- BELISHA BEACON
- * EXISTING TREE
- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 33 Stanley Road N2

2 poles, 3.5m high

SITE APPRAISAL

The pole proposed on the north west side of Stanley Road would be located adjacent to the end of the brick parapet wall. The pole on the opposite side would be located adjacent to the chain link fence which connects the bridge parapet wall to No. 8 Stanley Road's front gate.

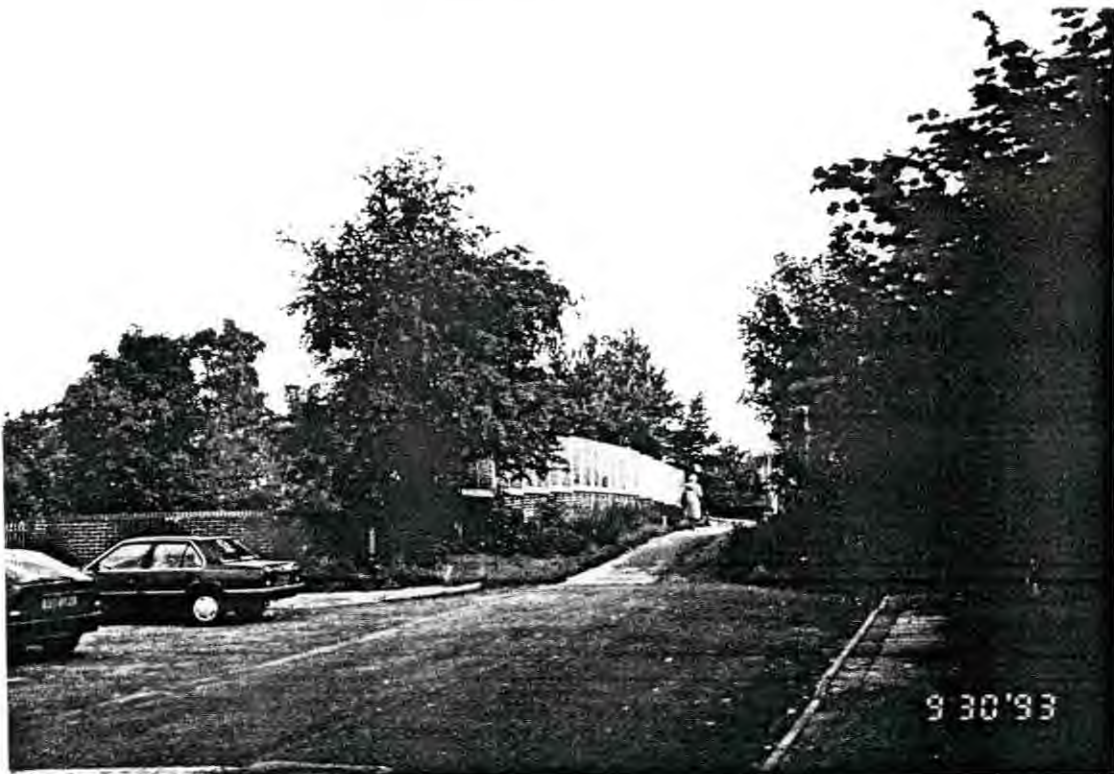
Apart from a telegraph pole and a lamp post situated 30m away, this part of Stanley Road is free of street furniture. In view of this, and the open aspect currently enjoyed towards the bridge, I consider that the proposal in this location would add to the unattractiveness of the street scene.

The proposal would require work to be undertaken to some existing thorns, which presently enhance the location, therefore exposing the pole and wire to view and making the unsightly mesh fencing which surmounts the bridge wall more visible especially from the elderly persons accommodation in Homefield Gardens. These trees are indicated on location plan 33 and specified in the table below.

No. on plan	Species	Height	Radial Spread	Effect of Proposals
1	Hawthorn (Mature)	c 6 m	c 3 m	Substantial looping/topping to erect pole.
2	Hawthorn (Mature)	c 6 m	c 3 m	Lopping of several small branches to string wire.

Note: Root damage will be caused to trees where pole is proposed within radial spread. Degree of damage dependent upon care taken and method of construction.

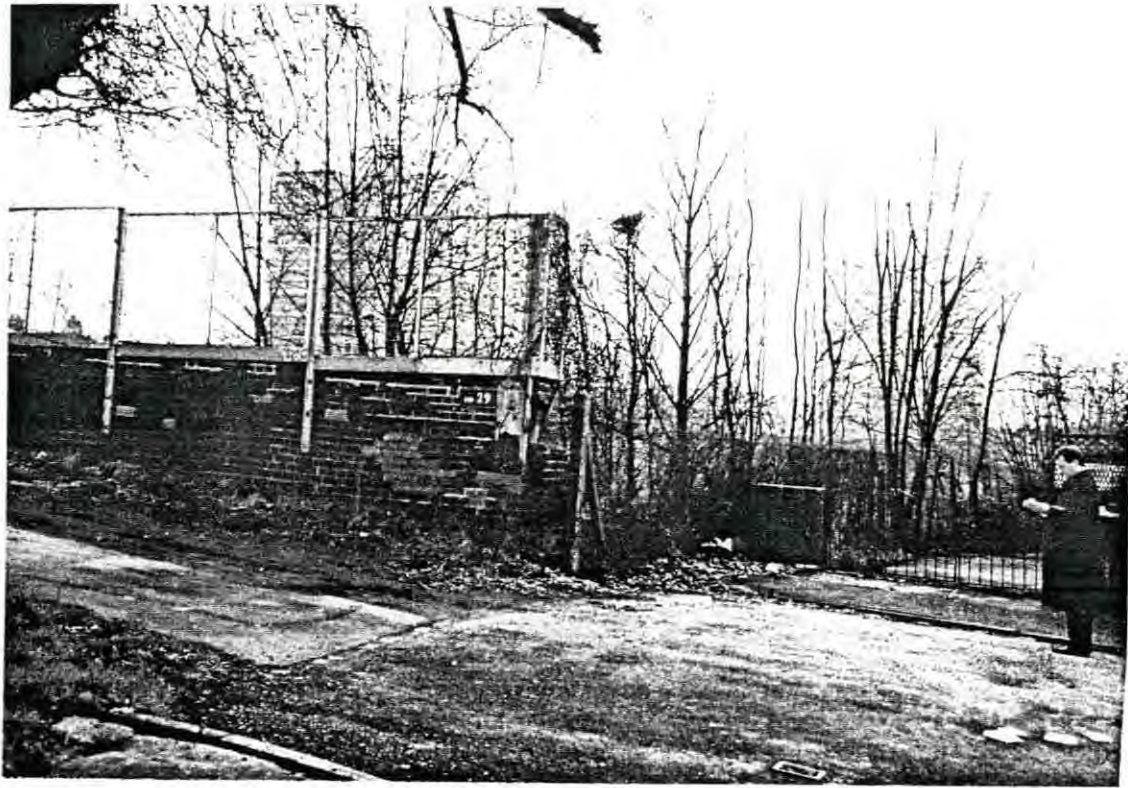
Photograph 33/1



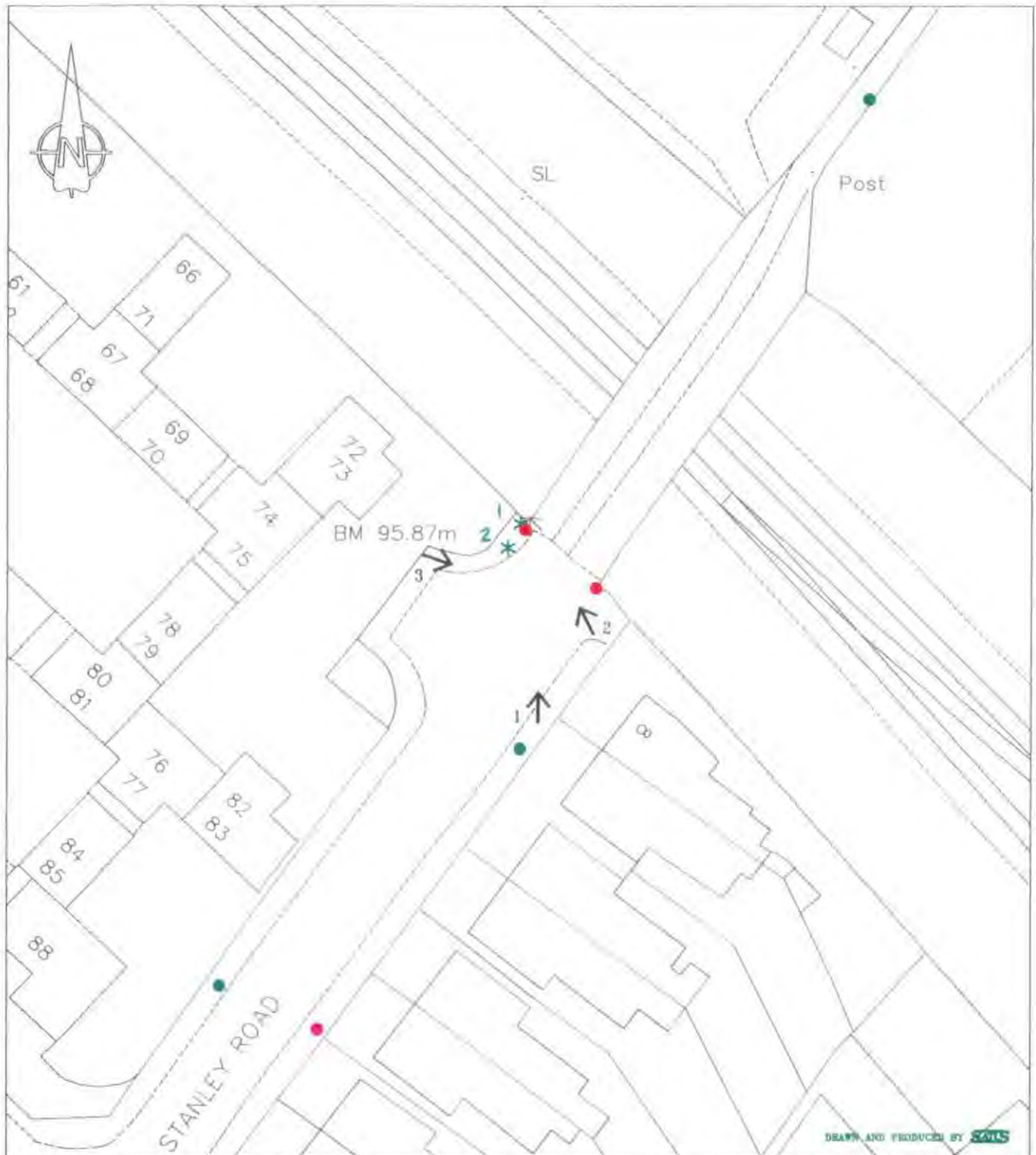
Photograph 33/2



Photograph 33/3



LOCATION 33 STANLEY ROAD, N2



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
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TECHNICAL SERVICES, PLANNING GROUP

Location 34 Ashley Lane NW4'

2 poles, 3.5m high

SITE APPRAISAL

The poles would be located approx.6m from the entrance to the footpath. The pole on the west side would be located next to the close boarded fence which bounds No. 53 Ashley Lane. The pole proposed on the east side would be located 1m north of the brick boundary wall, abutting the wooden panel fence.

The Ashley Lane footpath is an attractive wooded lane unencumbered by street furniture.

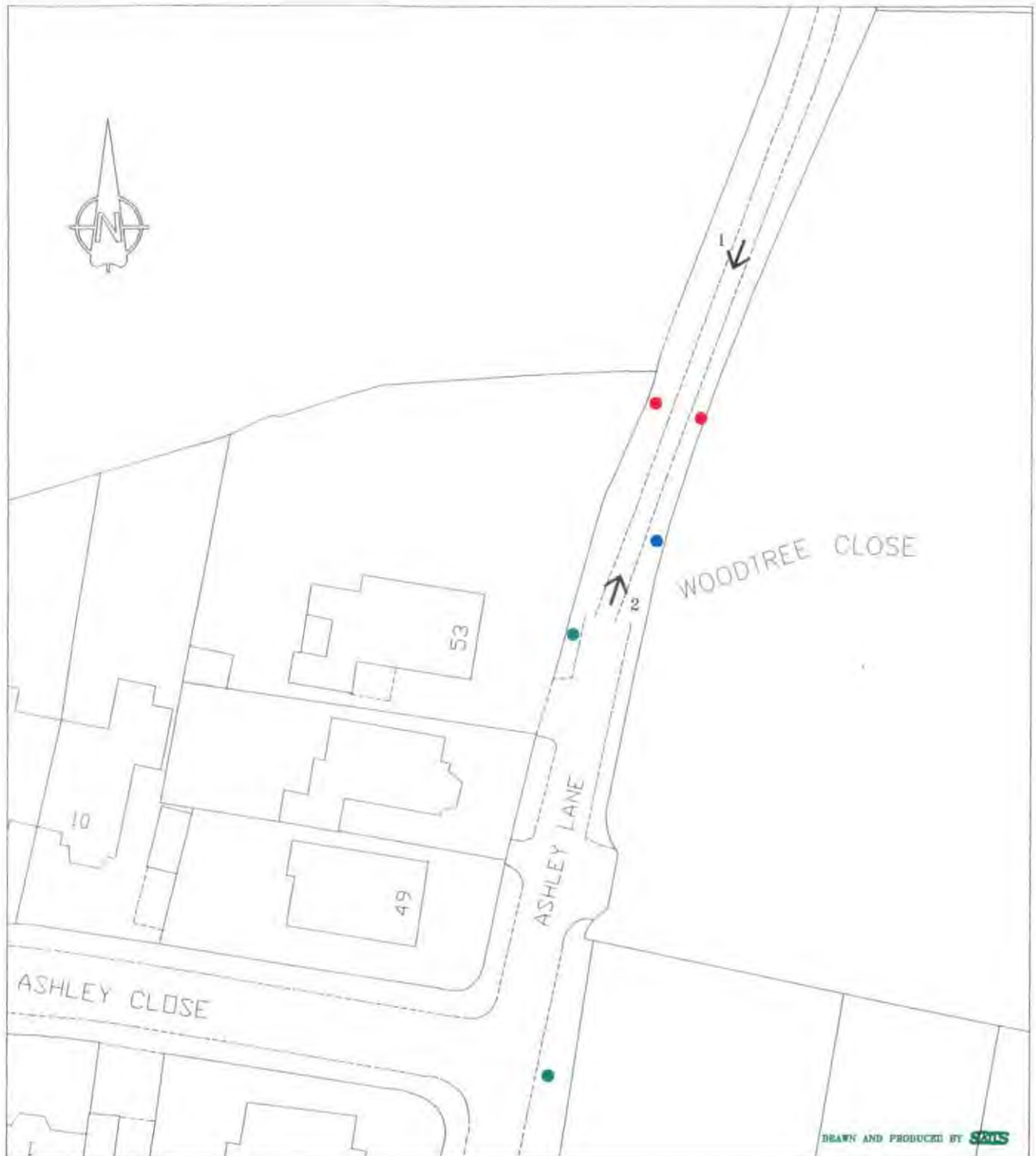
The appellants have acknowledged this character by proposing wooden poles in this location. I consider, however, that the proposal would still be visually intrusive to users of the footpath and be detrimental to its character and appearance. Some work is anticipated to trees adjacent to the west pole.

Photograph 34/1



Photograph 34/2





- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
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- ← LOCATION AND DIRECTION OF PHOTOGRAPH

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TECHNICAL SERVICES, PLANNING GROUP

Location 35 Great North Way NW4

2 poles, 3.5m high

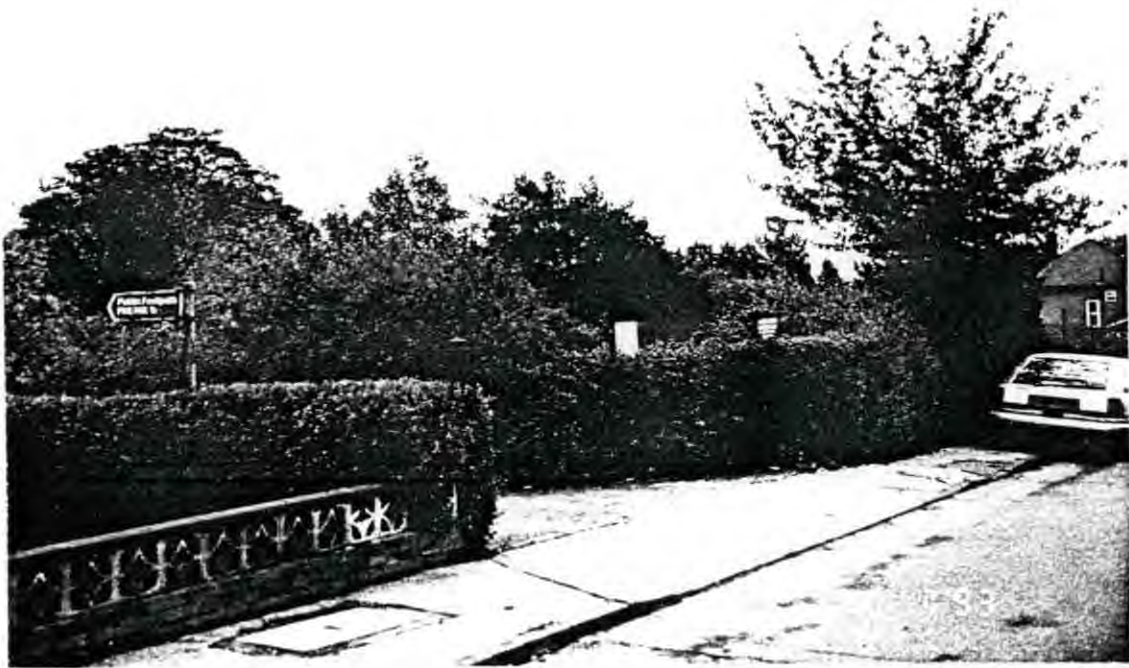
SITE APPRAISAL

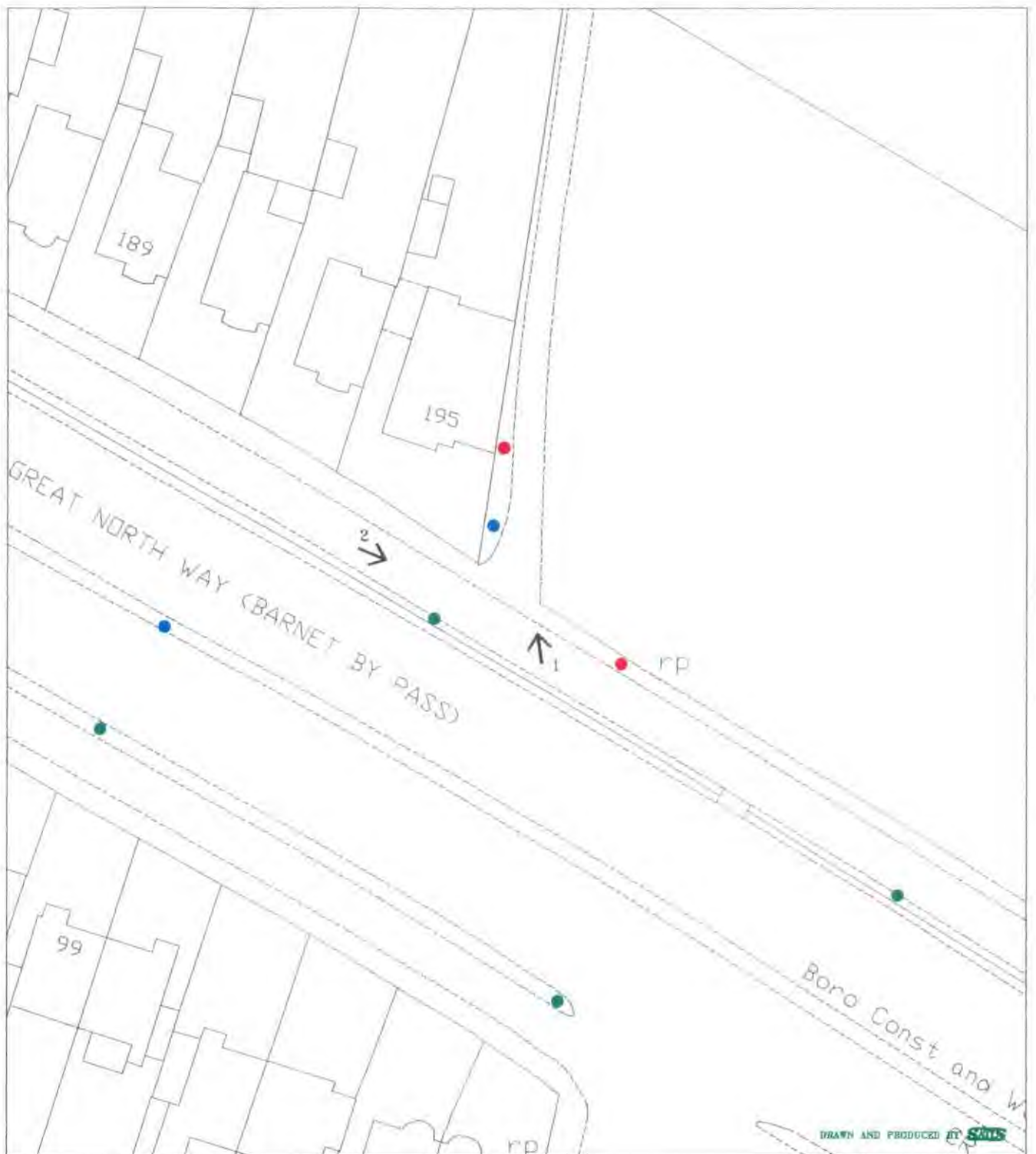
One pole is proposed at the corner of the hedge next to the vehicular access to the Archfield Allotments. The second pole would be located to the north side of the front of No. 195 Great North Way's single storey side extension. The pole would not obscure the flank window on the extension but would, however, be oddly located within the existing boundary hedge. The damage the pole would cause to the hedge would, I consider, exaggerate its impact.

The north side of the slip road to the residential properties is free of street furniture. In this location the proposal would be visually intrusive to both the users of the access road to the allotments and the slip road, and would be detrimental to the established character.

Photograph 35/1







- PROPOSED POLE
- EXISTING LAMP POST
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- EXISTING TELEGRAPH POLE
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- EXISTING BUS STOP
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TECHNICAL SERVICES, PLANNING GROUP

Location 36 Great North Way, Copthall NW4

2 poles, 3.5m high

SITE APPRAISAL

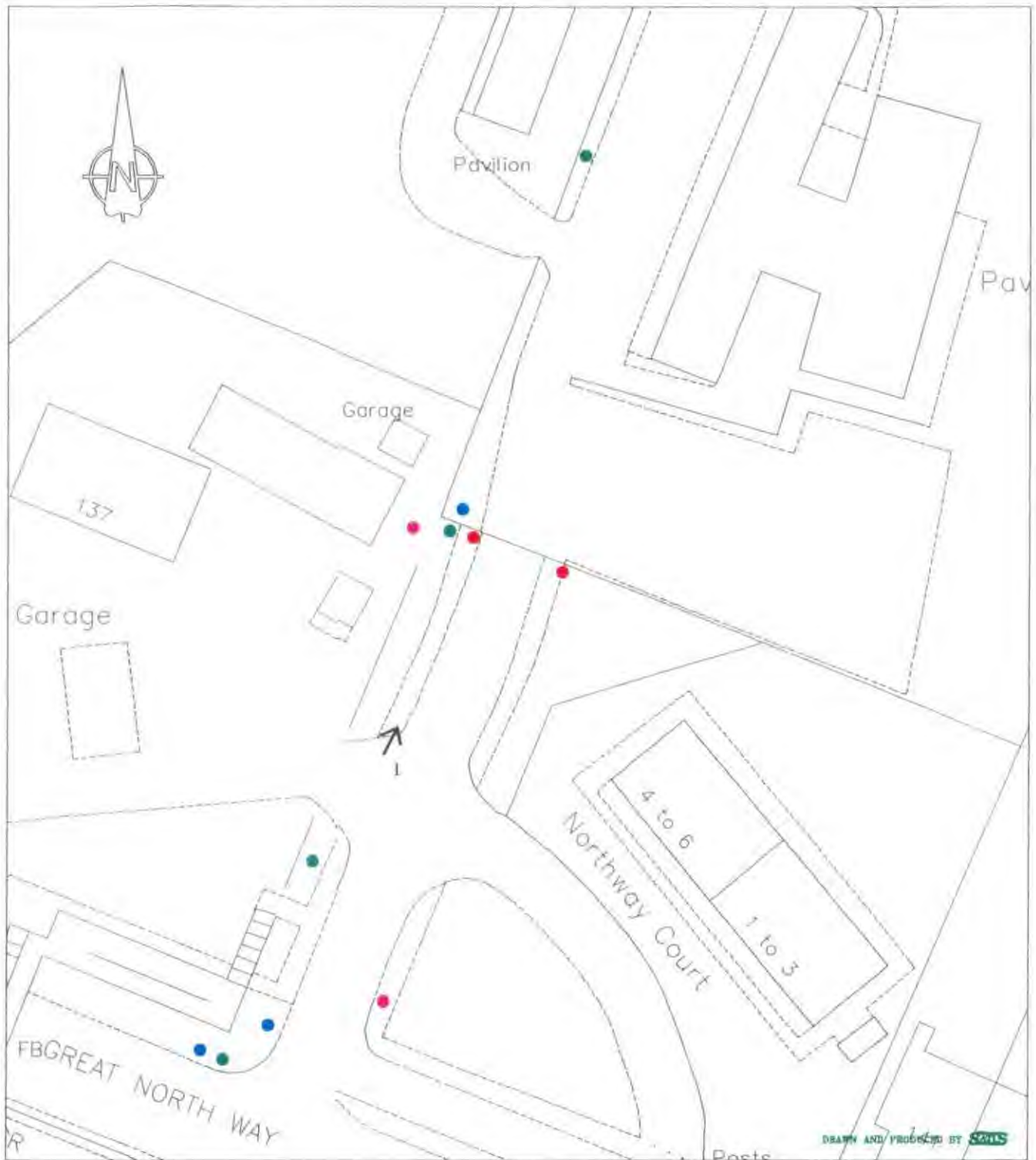
The pole proposed on the west side of the vehicular access to Copthall Playing Fields would be located next to an existing "No Horse Riding" sign. The pole on the east side would be sited adjacent to existing Leyland Cypress trees, requiring the cutting back of several small branches off one of them, thereby affecting its symmetrical appearance and exposing the pole.

The entrance to the playing fields is cluttered with signs, railings, gates, a lamp post and a telegraph pole, all concentrated in a small area. I consider that adding to this existing clutter would be visually intrusive and to the further detriment of the predominantly open aspect of the entrance to Copthall Playing Fields.

Photograph 36/1



LOCATION 36 GREAT NORTH WAY (COPTHALL), NW4



- PROPOSED POLE
- EXISTING LAMP POST
- EXISTING TRAFFIC/PEDESTRIAN SIGNAL
- EXISTING TELEGRAPH POLE
- EXISTING HIGHWAY WARNING/DIRECTION SIGN
- EXISTING BUS STOP
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TECHNICAL SERVICES, PLANNING GROUP

Location 37 Brent Terrace(industrial estate) NW2

2 poles, 6.5m high

SITE APPRAISAL

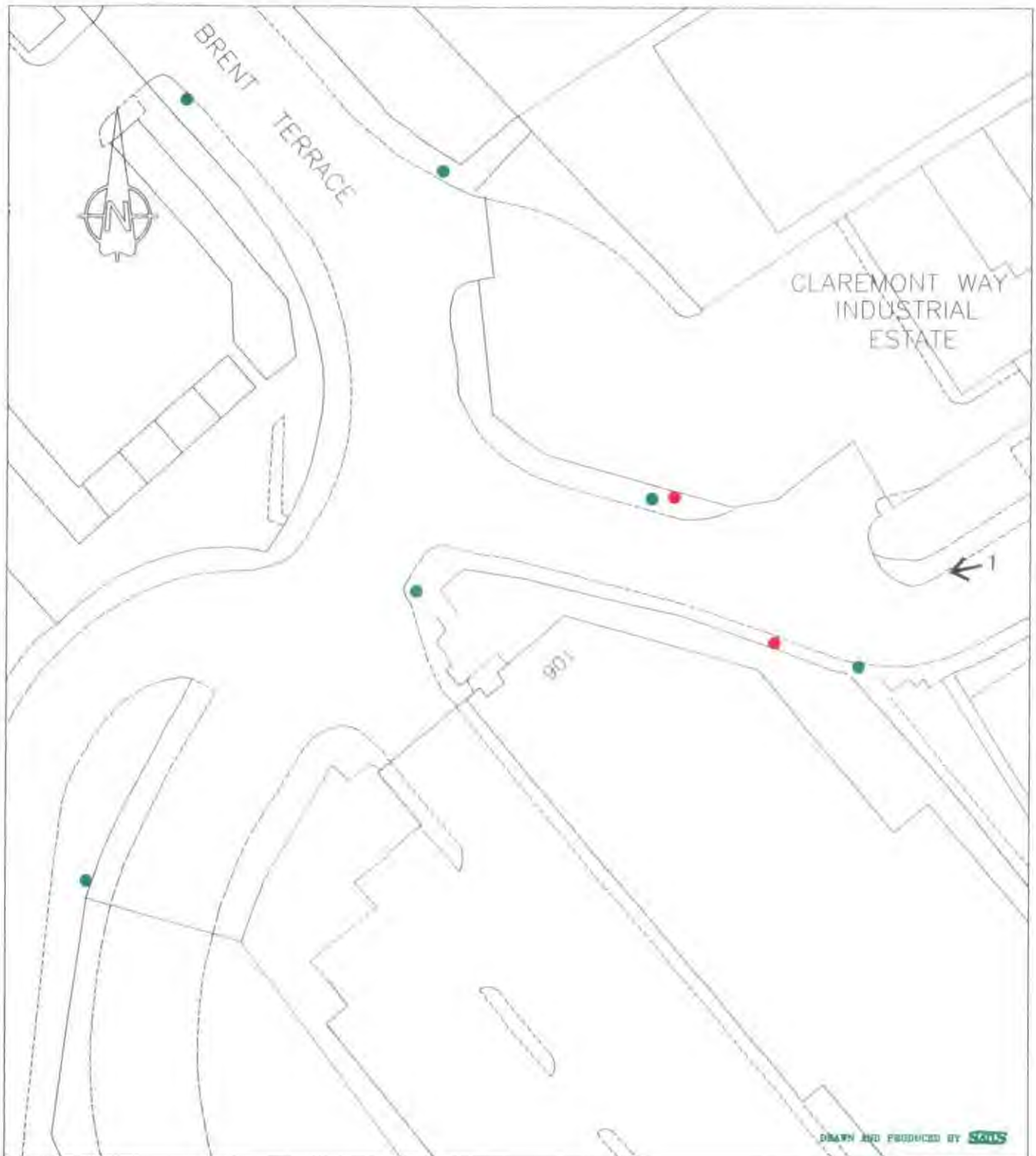
The pole proposed on the south side of Claremont Way would be located next to the perimeter fence to "Viners" warehouse, approx. 3m from the public footpath which leads to Brent Terrace. The pole proposed on the north side of Claremont Way would be located next to an existing lamp post by the steel fence which encloses "Edenway" offices.

The streetscape here has an unattractive appearance. However, other than the two nearby lamp posts, which serve a necessary function for highway safety, this part of Claremont Way is free of street furniture.

This is an industrial location and the visual impact of the poles and wire could be said to be negligible.

Photograph 37/1





- PROPOSED POLE
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TECHNICAL SERVICES, PLANNING GROUP

5.0 CONCLUSION

5.1 Our environment already suffers from the visual intrusion of all manner of unsightly street furniture, albeit that it maybe necessary and serves the public at large.

However phone boxes, bus shelters, seats, highway signs, street lighting and overhead wires for example are usually beyond the control of the Local Planning Authority.

5.2 Streets are I believe an essential part of peoples living space. As such they must function well and be pleasant, and this requires care and awareness by those responsible to ensure that the results of individual changes on the overall appearance of these public places are satisfactory.

5.3 The problem of street clutter has been highlighted in research studies carried out for the Department of Environment, and I consider that the erection of additional poles and wire for whatever purpose would have a retrograde aesthetic consequence for our environment contrary to both well established National objectives and local planning policies.

5.4 I conclude that both proposals would be visually intrusive at most of the locations to the detriment of the character and appearance of street scenes.

I therefore respectfully request the Secretary of State to support the aim of the Local Planning Authority to protect the environment in the public interest by dismissing the appeals.