

APPENDIX FFA 3: ERUV PROPOSALS - DESCRIPTION OF SITES

01 Lichfield Road, NW2 (2 x 5.5m poles)

This site is located at the traffic light controlled junction of Lichfield Road and Cricklewood Lane.

Lichfield Road is single carriageway with a carriageway width of approximately 12 metres with footpaths either side. The carriageway is parked on both sides.

The properties on either side of Lichfield Road are three storey terraced houses with a high percentage of front gardens converted to provide car parking.

The Eruv poles are proposed adjacent to the flank walls of the Cricklewood Lane frontage properties which are two storey terraced properties with rooms in the roof.

Street furniture is a feature of this location including lamp-posts, road direction signs, traffic lights and traffic light boxes. Lichfield Road is a bus route with bus stop signs at regular intervals on lamp-posts. Lichfield Road also contains a number of telegraph poles with conspicuous wire.

Lichfield Road also contains trees sited within the pavement and, in the immediate vicinity of the proposed Eruv poles, there are about three bollarded deciduous trees on each side of the pavement.

The backcloth to the junction on its northern side with Claremont Road is that of a milk depot, with traffic lights, street lamps and a bus stop.

In this location the proposed Eruv poles would merge with the general street scene and cause no harm to visual amenity. The thin connecting wire would be virtually unnoticeable.

02 Farm Avenue NW2 (2 x 5.5m poles)

This site is located just off the junction between Farm Avenue and Cricklewood Lane. Farm Avenue is a single carriageway residential street with a width of about 6 metres with 3m or 4m wide footpaths either side. At the Eruv site the footpath is about 4 metres wide on the west side and about 2 metres wide on the east side.

Properties in Farm Way comprise two storey semi-detached houses. The properties fronting Cricklewood Lane comprise three storey flats.

The predominant street furniture in Farm Way comprises lamp-posts. There are also waiting restriction signs and public utility boxes.

Farm Way is tree lined in the immediate vicinity of the eastern of the two Eruv poles.

The Eruv poles are to be located at the boundary point between the house plots in Farm Way and the curtilages of the adjoining blocks of flats. The poles will hardly be noticeable. The two poles will be freestanding but will blend in with the other street furniture in the location. The Eruv poles and wire will cause no harm to visual amenity in this location.

03 Hendon Way NW2 (3 x 6.5m poles)

This site is on the south side of the junction between Hendon Way (A41 Trunk Road) and Cricklewood Lane (A407).

Hendon Way is a busy 6-lane dual carriageway which provides one of the main routes from Central London to the M1 and M25. Cricklewood Lane is a busy local distributor.

Properties flanking the junction comprise 2 storey semi-detached houses.

The junction is well covered with street furniture including high level street lamps, traffic lights, traffic direction signs, speed limit signs, waiting restriction signs etc; and there is a local doctor's surgery sign and a series of TV aerials. There is a high level steel pedestrian footbridge over the northern section.

Some of this street furniture is installed on the Hendon Way central reservation.

The proposed Eruv poles will be sited adjoining the flank walls of adjoining houses and will blend in well with the established street furniture. One will be in the central reservation. They will not be obtrusive and will have no harmful effect on the street scene.

04 Lyndale Avenue NW2 (2 x 5.5m poles)

This site is at the junction of Lyndale Avenue with Cricklewood Lane. Lyndale Avenue is a residential street flanked by 2 and 3 storey semi-detached houses.

The highway is a single carriageway of about 12m with approximately 2m footpaths on either side.

Existing street furniture comprises street lamps, a post box, and tall conspicuous television aerials at roof level.

The street is tree lined with relatively young ornamental species.

The Eruv poles will be located just to the rear of the Cricklewood Lane frontage properties which come close to the back edge of footpaths. They will blend into the surroundings and cause no visual harm.

05A Sunnyside NW2 (2 x 5.5m poles)

At this junction Cricklewood Lane is on a steep hill and is commercial in character being fronted by secondary shopping. Sunnyside is a residential street with a carriageway width of about 10m with approximately 1½m footpaths on either side. It is closely parked on both sides.

Sunnyside rises up from the junction. It is flanked by 2 storey terraced houses on one side and 3 storey victorian semi-detached villas on the other.

Street furniture includes street lamps, a telegraph pole with conspicuous wire, and conspicuous TV aerials. Other conspicuous street view elements include a restaurant extractor duct, and a white painted concrete staircase rising above a car showroom.

The Eruv poles are to be located adjoining the 2 flanking commercial properties (the restaurant and car showroom). They will cause no damage to any street view.

05B Ridge Road NW2 (2 x 5.5m poles)

Ridge Road is also about 8 or 9m wide with 1/1½m wide footpaths. It is commercial in character with a car park on one side and a tall 3 storey end of terrace dry cleaner's premises fronting Cricklewood Lane on the other.

Street furniture includes lamp-posts and TV aerials.

The Eruv poles will be close to an existing lamp-post and a tall conspicuous black painted drainpipe. They will blend in and will cause no visual damage.

06 Finchley Road NW2 (2 x 6.5m poles)

Finchley Road, the A598, is a busy bus and commuter route linking Central London with Golders Green and Finchley. It is a single carriageway of about 12m width with 2m footpaths on either side.

At the junction with Cricklewood Lane it is commercial in character with 3 storey shops and offices on one side and 2 storey on the other.

Street furniture includes high street lamps, traffic lights, bus stops, pedestrian control railings, waiting restriction signs and a post box.

There are also projecting shop signs and illuminated fascias.

The Eruv poles will blend into their surroundings and cause no harm to street views.

07 Devonshire Place NW2 (2 x 5.5m poles)

This site is situated in Devonshire Place a short distance from its junction with Finchley Road. The area is commercial in character, with a variety of Class A uses on Finchley Road. On the northern corner of Devonshire Place and Finchley Road is a modern four storey office building beyond which is a series of lock-up garages. On the southern side there are the rear entrances to properties in Finchley Road.

The carriageway is 7 metres wide with a pavement on the southern side and on part of the northern side. Car parking takes place on either side of the street.

Street furniture includes a variety of bollards, lamp-posts and grit containers together with a parking restriction sign.

The northern Eruv post will be situated at the back of the footpath adjoining the modern office building close to a service road which gives access to a car wash facility. This has a prominent advertisement sign and a pair of black tubular metal gates and there are other prominent advertisement signs on an adjoining car clinic service. On the southern side of the street the Eruv pole will be located at the back of the footpath close to a plastic rainwater pipe. The proposed Eruv poles and wire will merge into the general street scene and will cause no harm to visual amenity.

08C Hermitage Lane NW2 (2 x 5.5m poles)

This site is situated in Hermitage Lane close to its junction with Hermitage Gardens. Hermitage Lane is a residential street containing predominantly two storey detached housing, but in the vicinity of the site there is a substantial flat development on the southern side of the road (Hermitage Court). There are many mature trees on both sides of the road in front gardens of individual houses and in the grounds of the flats.

The carriageway is 6 metres wide with wide pavements on either side. The road rises from west to east.

Street furniture comprises lamp-posts, telegraph poles with conspicuous radiating wires, and many prominent television aerials.

The proposed Eruv poles will be set at a stagger; the northern most at the back of the footpath adjoining the boundary of 41 and 43 Hermitage Lane set against a brick wall with a backcloth of a mature tree; while the southern most will be set against the boundary fence of Hermitage Court. This fence is an iron railing fence and again the pole will be located against the backcloth of trees.

The proposed Eruv poles and wire will merge into the general street scene and will cause no harm to visual amenity.

09 West Heath Road NW3 (2 x 5.5m poles)

This site is situated in West Heath Road close to its junction with Platts Lane, near to Hampstead Heath. The character of the area is virtually wholly residential with many large detached properties. The carriageway is 8 metres wide with a footpath on either side. There is a variety of boundary treatment at the back of each footpath; brick walls, hedges, close boarded fences and, in the vicinity of the site on the southern side of the road, the flank wall of a house forms the boundary. There are many mature trees and shrubs in the gardens on this road.

Street furniture comprises lamp-posts, traffic direction signs and a pillar box, and many of the houses have their own external lighting on gateposts.

The southern most Eruv pole will be situated at the back of the footpath adjoining a close boarded fence at 33 West Heath Road, while the northern most will be on the back of the footpath adjoining a ranch type fence mounted on a low wall which forms the boundary of 34 West Heath Road. The proposed Eruv poles and wire will merge into the backcloth of buildings and planting and neither the poles nor the wires will cause harm to visual amenity.

12 North End Road/Way NW11 (2 x 5.5m poles)

This site is situated at a "T" junction between North End Road, North End Way and Hampstead Way. On the north eastern corner of the T junction is Manor House Hospital which is three stories high here. Immediately on the other side of Hampstead Way is a two-storey house beyond which is the Hare and Hounds Public House, and the remaining uses are residential. There are many mature trees in the grounds of the properties adjoining this junction.

North End Road is a bus route and there are bus-stops and bus shelters immediately on the junction with Hampstead Way. The carriageway is 8 metres wide with footpaths on either side. Street furniture in the area includes lamp-posts, a pillar box, traffic direction signs, belisha beacons and a zebra crossing, various bollards and a litter bin.

The Eruv poles will be situated on either side of North End Way immediately adjoining the T junction. One pole will be on the western side of the road at the back of the footpath adjoining a steel railing fence set on a low wall next to two street name signs and a boundary marker and behind a street lamp column, while on the other side the other pole will be situated adjoining a brick wall topped by a hedge at the corner of North End Way and Hampstead Way. The Eruv poles and wire will merge with the general street scene and cause no harm to visual amenity.

**13 Wildwood Road NW11 (7 x 5.5m poles Scheme A: 2 x 5.5m poles Scheme B
Within Conservation Area)**

This is the longest section of proposed Eruv street furniture and is the only location where there is a difference between the two sets of application/appeal proposals. The earlier appeal involves wire strung between 7 Eruv poles sited at back edge of pavement. The later appeal utilises existing street lamp-posts for most of the length and therefore requires only 2 Eruv poles, one at either end, with the wire being strung between the existing lamp-posts.

Wildwood Road is a 7m wide carriageway with footpaths on either side. In this location it runs between two areas of public open space both of which are heavily planted with numerous mature trees and shrubs. At either end of the proposed gateway the area is residential in character with mainly substantial detached properties set in well landscaped grounds.

A line of lamp-posts runs along the southern side of the road while on the northern side there are some individual columns. Other street furniture includes various Corporation of London signs, telegraph poles with conspicuous radiating wires, a low level barrier preventing vehicular access to the open space, a neighbourhood watch sign and street name signs. Houses at either end have prominent television aerials. Parking takes place on Wildwood Road and there are also litter bins set back from the road frontage.

In both sets of appeal proposals there will be an Eruv pole at either end of this stretch of Wildwood Road. In the first appeal proposals these will be linked by wire joining 5 intermediate Eruv poles, while in the second they will be linked by the existing lamp-posts.

At the western end the Eruv pole will be situated approximately 4m west of the pathway onto the Heath at the back of the footpath set against a heavily planted woodland backcloth. Wire would then run either to the street lamp columns or to other Eruv poles set at staggered intervals at the back of the footpath (also set against the heavily wooded backcloth) to link to the eastern most column which will adjoin the fence of 1 Wildwood Rise in a location close to a telegraph pole and a lamp-post.

In this location the proposed Eruv poles will merge with the general street scene and be read against a backcloth of mature trees. They would be hardly noticeable and would cause no harm to visual amenity. They would have no adverse impact on the character of the area.

The Council would have raised no Conservation Area reason for refusal in connection with this site had they been able to determine the second application.

14 Hampstead Lane N6 (2 x 5.5m poles within Conservation Area)

This site is situated in Hampstead Lane just to the west of its junction with The Bishops Avenue. On the northern side of the Lane a sports ground lies well below the road level. It's boundary contains a number of mature trees together with a somewhat dilapidated railing fence at street level. There is a wide pavement on either side of the 12m wide carriageway.

The southern side of the road adjoins Northwood which contains many mature trees forming an unbroken line of planting in this location. The boundary on this side of the Lane is a 2m high close board.

On the other side of The Bishops Avenue and along Hampstead Lane are substantial detailed residential properties with a variety of boundary treatment, mainly brick wall/hedging and/or railing.

Hampstead Road and The Bishops Avenue adjoin at a roundabout and all the street furniture normally associated with a roundabout is to be found here (lamp posts, direction signs ect). Hampstead Lane is also a bus route and there are bus shelters just to the west of the roundabout. Other street furniture includes street lamp columns, a litter bin, street name signs, a weight limit restriction sign, a pillar box and a grit bin.

The Eruv pole on the north side will be located just to the east of the grit bin at the back of the footpath, While the pole on the southern side will be at a slight stagger to the northern pole against the close boarded fence at the back of the footpath.

The proposed Eruv poles and wire will be seen against the backcloth of planting and will merge into the general streetscene and cause no harm to visual amenity.

The Council have raised no Conservation Area reason for refusal in respect of this site.

15 Aylmer Road N2 (3 x 6.5m poles within Conservation Area)

This site is situated on Aylmer Road (the A1) just to the east of its junction with The Bishops Avenue. Aylmer Road in the vicinity is a dual carriageway and the junction with The Bishops Avenue is traffic signal controlled with a concrete central reservation. The carriageway is 18 metres wide with a footpath on either side of the road set behind verges which contain mature trees. On either side of the road are substantial predominantly two-storey detached houses. Street furniture includes the traffic signals and associated road signage, various other items of road signage, telegraph poles with conspicuous radiating wires, lamp-posts, a speed restriction sign and bus stops.

One Eruv pole would be set in the central reservation immediately adjoining a lamp column. The northern most pole would be at the back of the footpath adjoining the boundary of 2 Aylmer Road which is a brick wall with pillars and a railing in between; and the pole on the south side will be immediately adjoining the side boundary of 25 The Bishops Avenue where it changes from a brick wall to a railing. The proposed Eruv poles and wire will merge into the general street scene and cause no visual harm.

The Council have raised no Conservation Area reason for refusal in connection with this site.

16 Bancroft Avenue N2 (2 x 5.5m poles within Conservation Area)

This site is situated in Bancroft Avenue close to its junction with The Bishops Avenue. Bancroft Avenue is a single carriageway road 8m wide with a footpath either side. It is parked heavily on either side. It is residential in character, containing predominantly two-storey detached houses many of which have mature trees in their grounds.

Street furniture in the road comprises lamp-posts, traffic signs, street name signs and an electricity box.

The Eruv poles will be situated at the back of the footpath immediately set against two close boarded fences and they will merge into the general street scene and cause no visual harm.

The Council have raised no Conservation Area reason for refusal in respect of this site.

17 Cherry Tree Hill (Great North Road) N2 (2 x 6.5m poles, within Conservation Area)

The Great North Road (A1000) is a 12 metre wide busy single carriageway 4-lane road with a pavement on either side. Car parking occurs on both sides of the carriageway. The site adjoins its junction with The Bishops Avenue close to where the Northern underground crosses the road on a prominent bridge.

On the eastern side of the road are various buildings in commercial use, while on the western side is a residential building (Bishops Court) adjoining a petrol filling station.

There is a variety of street furniture in the vicinity comprising bus stops, traffic direction signs, a pelican crossing, lamp posts and safety railings, together with a variety of advertising signs. There are many mature trees in the immediate vicinity of the posts.

On the western side of the road the Eruv post will be set against the boundary with Bishops Court which comprises a low level brick wall with a substantial conifer hedge behind and on the eastern side the Eruv pole will be behind the verge at the back of the footpath adjoining a galvanised steel fence around one of the commercial properties. That particular site will be located amongst mature trees.

The proposed Eruv poles and wire will merge into the general street scene and will cause no harm.

The Council have raised no Conservation Area reason for refusal in respect of this site.

18A East End Road N2 (2 x 5.5m poles)

This site is situated on East End Road on the western side of a bridge across the Northern Line railway. The character of the area around is residential, with a variety of modern and older houses mainly two stories high.

East End Road is 6 metres wide with pavements on both sides. It narrows to cross the railway on a bridge with brick parapets with corrugated iron fencing above on either side. There is a variety of street furniture in the area including lampposts, telegraph poles with conspicuous radiating wires radiating, a belisha beacon, a bus stop, and various traffic signs. There are also many prominent television aerials on houses.

The north side of the road is a modern residential development with some good quality planting including two mature trees which have been retained near to the proposed Eruv pole location.

The Eruv poles will be situated against chain link fences towards the back of the footpath on either side of the road immediately adjoining the railway parapet.

They will merge into the general street scene and will cause no harm to visual amenity.

18B Prospect Place (Footpath) N2 (2 x 3.5m poles)

This site is situated in Prospect Place at the western end of a bridge across the Northern line railway. Prospect Place is a cul-de-sac six metres wide with pavements on either side; but where it crosses the railway it is restricted by bollards to pedestrian use only. The bridge has brick parapets with wire mesh fencing above on both sides.

Looking eastwards one views the site against a backcloth of two tower blocks. On the southern side of Prospect Place is the modern residential development which abuts the East End Road Eruv site 18A, while on the other side of the road is the back of a three storey residential terrace.

The street contains a number of street light poles. The Eruv poles will be situated against a chain link fence and close boarded fence on either side of the walkway. They will merge into the general street scene and neither they nor the wire will cause visual harm.

19 Church Lane N2 (2 x 5.5m poles)

This site is situated in Church Lane close to its junction with Manor Park Road near to where it crosses the Northern Line railway. The southern side of Church Lane comprises the Holy Trinity Church together with a hall used as a community centre by Shree Aden Depala Mitramandal UK. Both buildings are set in landscaped cemetery grounds with a number of mature trees on the site frontage. The northern side is mainly residential but with some limited commercial uses. The carriageway width is 6 metres with pavements on either side.

The junction with Manor Park Road is closed to vehicular traffic by raised planters and bollards. Other street furniture comprises lampposts, telegraph poles with conspicuous radiating wire, a telephone box and traffic directional signs. There is a large notice board in the church grounds.

The southern Eruv pole will be situated by the gateway to the community centre adjoining an electricity box against a backcloth of trees and hedging. The Eruv pole on the other side of the road will be close to a telegraph pole adjoining the boundary of 84 and 86 Church Lane. The proposed Eruv poles and wire will merge with the general street scene and cause no harm to visual amenity.

20 North Circular Road N2 (2 x 6.5m poles)

This site adjoins the bridge which carries the busy North Circular Road (A406) Trunk over the Northern Line railway. This part of the North Circular Road is currently being widened from a single to a dual 4 or 6-lane carriageway and the Eruv posts will need to take account of the latter improvement. The poles will lie on the western side of the bridge in a location where residential properties lie at a distance from the north and south sides of the road.

The road contains lamp-posts and other traffic directional signs. The proposed Eruv poles and wire will merge into the general street scene in this location and cause no harm to visual amenity.

21 Squires Lane N3 (2 x 5.5m poles)

This site is situated in Squires Lane adjoining a bridge over the Northern Line railway. Squires Lane rises slightly from its junction with Station Road and Rosemary Road to cross the railway line by the bridge which has brick parapet walls and metal stanchions (wire missing) on top on each side. There are mature trees on each side of the underground line. The character of the area is residential. The road width is 7 metres with a footpath on either side tapering away to just one on the bridge.

Street furniture comprises telegraph poles with conspicuous radiating wires, lamp-posts, traffic direction signs and litter bins.

The Eruv poles will be situated next to close boarded fencing adjoining the parapet walls of the railway bridge, on one side being very close to a lamp post.

The proposed Eruv poles and wire will merge into the general street scene and cause no harm to visual amenity.

22 Regents Park Road N3 (2 x 6.5m poles)

This site lies on Regents Park Road close to its junction with Station Road near where it crosses the Northern Line railway on a bridge with a brick parapet approximately 2 metres high on either side. The area is commercial in character, many of the buildings being 3 or 4 storeys tall and one immediately to the east of the bridge being 9 storeys (Central House). Immediately adjoining the bridge commercial properties are mainly single storey and there is also a backcloth of trees on the verges of the railway line.

The carriageway is 9 metres wide with pavements on either side.

There is a variety of street furniture as is to be expected in this busy location, including lamp-post columns, traffic lights, various traffic direction signs, waiting restrictions, and safety barriers; and many of the commercial units contain prominent advertisements. The road is a bus route and there are bus stops on either side.

In both cases the proposed Eruv poles will be set in locations adjoining the parapet of the bridge very close to existing lamp columns. The proposed Eruv poles and wire will blend in with the general street scene and will cause no harm to visual amenity.

23 Devonshire Road NW7 (2 x 6.5m poles)

This site is situated where Devonshire Road joins a roundabout junction with Bittacy Hill, Dollis Road and Holders Hill Road. Devonshire Road is a single carriageway approximately 11 metres wide with footpaths on either side. Parking takes place on either side of the road and there are number of trees in the verges.

The properties on either side of Devonshire Road are two storey semi-detached houses. Car parking takes place in a number of front gardens.

Street furniture abounds in this location including telegraph poles with numerous thick radiating wires, street lamps, parking restriction signs, belisha beacons and direction signs. There are also numerous prominent television aerials.

One of the Eruv poles will be adjacent to the boundary of 1 Devonshire Road and "The Mill" Public House adjoining a location where a high hedge forms the common boundary between the properties. On the northern side of the road the Eruv pole will adjoin the boundary between 2 Devonshire Road and a three storey block of flats situated on the roundabout.

The proposed Eruv poles and wire will merge with the general street scene and cause no harm to visual amenity.

24A and 24B Great North Way (South) NW4 (1 x 6.5m and 1 x 3.5m pole [24A] and 1 x 5.5m and 1 x 3.5m pole [24B])

These sites are located either side of the A1 Trunk Road Great North Way which is one of the primary radial routes out of London. They immediately adjoin a substantial footbridge across the A1 and the footbridge itself forms part of the boundary of the Eruv. The carriageway width is around 20 metres.

There is a variety of residential and commercial uses in the area. The predominant residential element comprises mainly two-storey semi-detached buildings, while the commercial element includes shops and a tyre/exhaust/brake fitting centre.

There is a significant amount of street furniture in the vicinity particularly on the A1 itself which contains various crash barriers, safety fencing, traffic directional signs and street signs. As is to be expected on a busy primary route there are high street lamps in abundance. There are also numerous bollards, a telephone box, and a post box and television aerials are prominent on the various houses. There are many mature trees in the location.

Eruv gateways are proposed on either side of the A1 each with one of its Eruv poles set against the footbridge. These Eruv poles will be screened by and will merge into the background of the footbridge itself. On the southern side of the road the far Eruv pole will be situated on a verge joining a footpath set against a backcloth of a corrugated iron fence and will be viewed against this and the house behind.

On the northern side it will adjoin the entrance to the tyre fitting centre (Northway Tyres) in a location where there is a substantial illuminated vertical sign. This is a pole sign advertisement (two poles with various signs between them indicating the range of tyre services provided, opening times etc., and referring to the credit cards taken etc).

The proposed Eruv poles and wire will merge into the general street scene and cause no harm to visual amenity.

25 Watford Way NW4 (3 x 6.5m poles)

This site straddles the A41 Watford Way, a busy six lane dual carriageway over 20 metres wide with footpaths on either side. There is a substantial amount of street furniture on the road comprising crash barriers, safety fences, street lamp-posts, traffic directional signs, etc.

The surrounding area, which is residential in character (predominantly 2 storeys high), also contains significant amounts of street furniture particularly lamp-posts and a number of prominent television aerials. The A41 is a bus route and there are bus shelters and bus stops on either side of the road. There are a number of bollards on the footpaths and also pillar boxes.

The road itself is six lanes wide with a footpath on either side behind a verge. Between the footpaths and houses is another verge within which there are many mature trees.

The site will contain three Eruv poles, one on each side, and one in the central reservation. The eastern most will adjoin the entrance to Sunny Hill Park next to a pedestrian sub-way entrance. The pole will be located at the back of the footpath close to a concrete post and chain-link fence, next to a telephone box and a litter bin, and will be viewed against a background mature trees and 332 Watford Way. On the western side the Eruv pole will be situated on the southern side of a public footpath adjoining a garage extension to 321 Watford Way. The flank wall of this property contains three metal or plastic down pipes and the pole would be viewed against this background and a backcloth of trees in the rear gardens of properties in Watford Way.

The proposed Eruv poles and wire would merge with the general street scene and cause no harm to visual amenity.

26 Colindeep Lane NW4 (2 x 5.5m poles)

This site is situated on Colindeep Lane adjoining the bridge on which it crosses the M1 motorway.

On this side of the M1 Colindeep Way is residential in character comprising mainly two storey detached dwellings.

The road is approximately 14 metres wide with pavements on either side, but the carriageway splits here to cross the M1 by two separate bridges. There is a central reservation and both it and the footpaths on either side of the Lane contain numerous lamp-posts and also traffic directional signs and safety fencing. Many of the houses in the immediate vicinity contain prominent television aerials. The Eruv poles are to be located at the back of the footpath adjoining a tall concrete parapet both being situated close to lamp-posts. The proposed Eruv poles and wire will merge into the general background and will cause no harm to visual amenity.

27 Station Road NW4 (2 x 5.5m poles)

This site is located where Station Road crosses the M1 on a bridge close to Hendon Station. The M1 contains lamp-posts which rise above the bridge parapet level. The bridge parapet is constructed of substantial tubular steel fencing and there are pedestrian barriers at the front of the footpath on the northern side. In addition to the lamp-posts on the motorway there is a variety of street furniture in this location; telephone boxes, belisha beacons, lamp-posts, bus stops and the overhead wires of the railway.

The area is a mixture of commercial and residential in character and includes a number of trees, particularly on the verges of the motorway.

The Eruv posts will be situated adjoining the protective parapet fencing on the bridge over the motorway and will merge into the general background of the street location without causing harm to visual amenity.

28 Park Road NW4 (3 x 5.5m poles)

This site adjoins the crossroads between Park Road, Mount Road and Dallas Road at a point close to where Park Road crosses the M1 motorway.

The carriageway is some 8 metres wide and car parking takes place on either side. There is a footpath on each side. The bridge across the motorway contains a variety of steel fences, either vertically corrugated or tubular horizontal. The proposed Eruv posts will both be located in positions where the tubular fencing adjoin close-board fencing which backs onto the motorway verge. The southern most Eruv pole will be situated behind mature trees and be almost wholly screened.

There is much street furniture in the vicinity comprising lamp-posts, traffic directional signs, street name signs, telegraph poles with conspicuous wires radiating to individual houses, and bollards. There is also a number of mature trees on Dallas and Mount Roads, although those on Mount Road have recently been pollarded.

The Eruv poles will merge into the background and cause no harm to visual amenity.

29A AND 29B Templehof Avenue NW4 (2 x 5.5m poles at each site)

These two sites are situated on a roundabout at one of the entrances to the Brent Cross Shopping Centre car park. The carriageway is about 10 metres wide.

The area contains many items of street furniture including lamp-posts, traffic directional signs, various signs directing shoppers to car parking, and poles mounted with security cameras. The site is situated in a location of intense commercial activity with the large John Lewis store lying in the background to the northeast and the North Circular Road to the south with the Holiday Inn on the opposite side.

The area contains large expanses of surface level car parking protected by a variety of security fencing and walls some of which are topped by barbed wire. There are also various signboards, traffic direction signs, lamp-posts and security cameras.

The roundabout crosses the River Brent and the Eruv poles will be situated adjoining the parapet at the back of the footpath on the central reservation of the roundabout with a second pole for each location on the outside of the roundabout. In both 29A and 29B the poles will be viewed in the context of an area with much street furniture and will cause no harm to visual amenity.

30 Templehof Avenue NW4 (2 x 5.5m poles)

This site is situated where Templehof Avenue adjoins Tilling Road immediately to the south of the North Circular Road and immediately to the east of the Holiday Inn Hotel, a tall 11 storey brick built building surrounded by a surface level car park. The car parking area is landscaped and contains street furniture in the form of lamp columns and pole mounted security cameras. The hotel also has flag poles in its car park and there is a bus stop outside it fronting the North Circular Road. The other side of Templehof Avenue is open, beyond which are two storey residential properties. There are a total of 6 large poster hoardings on the eastern side of Templehof Avenue in the vicinity of this site. Further posters are situated in Templehof Avenue to the west. The carriageway width is 6 metres with a pavement on the eastern side.

There are many views of street furniture in this location including telegraph poles on either side of the road linked by conspicuous wire which also radiates out to the residential properties, crash barriers, street lamp-posts and traffic directional signs. There is also a substantial traffic directional sign mounted on a gantry across the North Circular Road adjoining this location. This road contains significant amounts of street furniture, lamp-posts and directional signs.

The proposed Eruv poles will be located on either side of Templehof Avenue, that on the east being close to advertisement hoardings and that on the west at the back of the footpath adjoining the hotel and it's car park.

The proposed Eruv poles and wire will merge into the general street furniture background and will not cause any harm to visual amenity in this location.

32 Childs Hill Walk NW2 (2 x 5.5m poles)

This site is situated on the southern side of Cricklewood Lane where Church Walk, a public footpath, joins the footpaths on Cricklewood Lane between a three storey block of flats and a school. The area contains a mixture of commercial and residential uses.

The Cricklewood Lane carriageway is 10 metres wide with a footpath on either side and there is a variety of street furniture within the road including lamp-posts, traffic direction signs, litter bins, safety barriers, bus stops and belisha beacons. The school boundary at the junction of Church Lane is a steel railing fence with a wire mesh fence on poles behind it all mounted on a low level brick wall, beyond which is the entrance to the school then a wall which bounds Church Walk. The other side of Church Walk is a low level close boarded fence with concrete posts and a number of trees. There is a safety barrier on the pavement at the end of Church Walk. There are many prominent television aerials on houses in the vicinity.

One Eruv pole will be situated at the back of the footpath adjoining the school boundary and the other will be situated adjoining the last concrete post of the close boarded fence. The Eruv poles will merge with the general street scene and cause no harm to visual amenity.

33 Stanley Road N2 (2 x 3.5m poles)

This site is situated at the end of Stanley Road, a 7 metre wide vehicular cul-de-sac where it becomes a pedestrian route over the Northern Line railway. The bridge has brick built parapets with steel mesh fencing above. There is a turning head at the end of Stanley Road and car parking access on either side. The residential properties on either side are mainly two storey and interspersed with a number of mature trees surrounding the bridge over the railway.

Street furniture in the road comprises lamp posts, some of which have waiting restriction signs, and telegraph poles with conspicuous radiating wires from them. There are also television aerials on a number of the houses.

The proposed Eruv poles will be situated close to the parapet of the bridge at its south western end and will merge into the general backcloth of trees and cause no visual harm.

34 Ashley Lane NW4 (2 x 3.5m poles)

This site is on a bridleway which adjoins the junction between Woodtree Close and Ashley Close. It is 2 metres wide with a verge on either side. The area is residential in character with mainly detached two storey houses in both Woodtree and Ashley Close. The Eruv poles are proposed on the verges of the bridleway in locations where they will be screened by existing planting and will sit against a backcloth of that planting.

At the end of the bridlepath there is a variety of street furniture including timber posts, a bridleway signpost and bollards. In the vicinity street furniture includes further bollards and lamp-posts.

In this location the proposed Eruv poles will merge into the general background and cause no harm to visual amenity.

35 Great North Way NW4 Footpath (2 x 3.5m poles)

This site is situated on the access road to Archfield Allotments. The access road is single width, approximately 3 metres wide. The access road joins into a slip road running alongside the Great North Road (A1), which passes on an extremely busy thoroughfare on a slightly raised level. The A1 abounds with street furniture including crash barriers, safety fences, traffic signposts, lamp-posts, etc.

One of the Eruv poles will be situated adjoining a single storey extension to 195 Great North Way close to a warning sign relating to the allotments. The other Eruv pole will be situated adjoining the junction of the slip road and the allotment access road in a location where there are signs relating to the allotments.

Street furniture is typical in this location with not only the various items on the A1 but also items relating to the allotments and giving notification of the public footpaths.

The Eruv poles will merge into the background here and will cause no harm to visual amenity.

36 Great North Way Copthall NW4 (Footpath) (2 x 3.5m poles)

This site is located at the vehicular entrance to Copthall Playing Fields off the Great North Way. The entrance has substantial iron railing gates, (both vehicular and pedestrian) together with railing fences and a height limitation barrier. Other street furniture immediately adjoining the entrance includes a telegraph pole with prominent wires, street lighting, traffic signs and a no horse-riding sign.

The eastern most Eruv pole will be screened by a substantial leylandii hedge while the western most Eruv pole will adjoin an existing pole which carries the height limitation barrier.

The site is located in an area where street furniture abounds, particularly on the A1 with various traffic barriers, street lamp-posts and traffic direction signs and it is close to a location where a prominent footbridge crosses the A1.

The general vicinity of this site comprises a mixture of residential and commercial uses and in this location the proposed Eruv Poles and wire would merge with the general street scene and cause no harm to visual amenity.

37 Brent Terrace NW2 (2 x 6.5m poles)

This site is situated within an industrial estate on Claremont Way. The Eruv poles will be located on either side of Claremont Way a carriageway some 6 metres wide. On the northern side there is a large 3 metre high galvanised steel fence while on the southern side is a modern brick/cladding building occupied by Viners. Immediately to the south is a ready-mix concrete plant and there is a variety of other commercial and industrial uses in the surrounding area.

Typical existing street furniture includes lamp-post columns, traffic directional signs, street signs, advertisements for individual occupiers, a large water tower, various security gates, steel fencing, telegraph poles with conspicuous radiating wires, security lighting mounted on an extremely high pole, and an industrial estate sign. One Eruv pole will be situated on the north side of the road adjoining a lamp-post and another will be on the south side immediately at the back of the pavement adjoining the Viners building.

The proposed Eruv poles and wire will merge into the general street scene and cause no harm to visual amenity.