

Eruv Committee

Mr. M. M. Caller
Director of Technical Services
LONDON BOROUGH OF BARNET
Barnet House
1255 High Rd Whetstone
London N20 0EJ

3rd. March, 1988

Dear Mr. Caller,

ERUV IN NW4 AND NW11

Firstly may I thank you for the courtesy of your clear and comprehensive response to our enquiry.

Our initial feasibility study indicates that we should be able to comply with the guidelines you set out and we are therefore encouraged to move ahead and develop detailed proposals for submission to your office in due course.

Perhaps in the meantime we could meet to informally review the overall concept and its implementation. I will call your secretary for an appointment.

Many thanks,

Yours sincerely,

David Schreiber

EXECUTIVE COMMITTEE: *Laurence Begner, Brian Berenblut, Sylvain Blumenfrucht, Sydney Faber, Michael Gillis, Joseph Pearlman, Jerry Shatzkes, David Schreiber*

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All correspondence should be directed to:
THE DIRECTOR OF TECHNICAL SERVICES

Our Ref: MMC/LDB

Your Ref:

Date: 24 February 1988

Mr David Schreiber
Eruv Committee
61 Brampton Grove
London
NW4 4AH

Dear Mr Schreiber

ERUV IN NW4 AND NW11

I refer to your letter dated 10 February 1988 and would advise you as follows.

1. As far as can be determined your proposal would not require planning permission. It would however be subject to the provisions of highway legislation, the details of which are set out below.
2. Wires crossing normal residential roads would have to be a minimum of 16' 8" above the highest part of the road surface. However, the NW4 and NW11 areas are crossed by a number of roads which are designated "high vehicle load" routes. In these cases the minimum height above the highest part of the road surface would be 18'. Without a plan I am unable to tell you in how many cases this will apply.
3. Consent to the installation of wires will be required from the Council under Section 178 of the Highways Act 1980. If the wire was intended to cross a road owned by the Department of Transport ie. trunk roads such as the A41 Hendon Way/Watford Way, the A1 Great North Way or the A406 North Circular Road, consent will be needed from that Authority also. This Council acts as the Department's agents and would be prepared to deal with both issues together if you decided to proceed. Any license issued under the provisions of the legislation will specify details of the clearances to be maintained, procedures for installation and regular inspection/maintenance together with an indemnity which will need to be entered into by your Committee protecting the Council against any claims resulting from damage arising either by the presence of the wire or if it fell across the highway.
4. It is not clear how you propose to support the wires. On the basis of the heights I have mentioned it may not be possible in all cases to run the wires between houses. The provision of posts may require planning permission and any additional supporting posts possible on the highway or central reservation may prove to be inordinately expensive.

For me to make progress on the matter I would be pleased to receive your detailed proposals. It will be necessary for a formal report to go to

Committee to obtain their approval of such a scheme.

Yours sincerely

A handwritten signature in cursive script, appearing to be 'Rell'.

DIRECTOR OF TECHNICAL SERVICES

Eruv Committee
61, Brampton Grove London NW4 4AH

Mr. M. M. Caller
Controller of Technical Services
LONDON BOROUGH OF BARNET
Barnard House
158, Burnt Oak Broadway
Edgware HA8 0UH

10th. February, 1988

Dear Mr. Caller,

We write to you for guidance in setting up what is known in Jewish law as an *Eruv* in part of the London Borough of Barnet.

There are a number of basic family activities, such as pushing wheelchairs or pushchairs which are not allowed on the Jewish Sabbath unless the area within which they take place is defined by a perimeter called in Hebrew an *Eruv*. The *Eruv* can comprise natural and/or artificial boundaries such as existing fences and embankments.

The Jewish community as a whole benefits from having an *Eruv* but the main advantage is to the elderly, the infirm and to young couples with children.

Our research shows that the area around NW4 and NW11 in which we would like an *Eruv* has, except for a few places, entirely natural boundaries. In probably no more than 50 places we would need to stretch a nylon wire at high-level across those roads that cross the perimeter of the *Eruv* in order to demarcate its boundary.

There are many towns around the world where such an *Eruv* exists and the local community appreciates and enjoys the benefits. It is virtually undetectable and of no significance other than to observers of the Jewish religion.

The local Jewish community would, of course, bear any setting-up and maintenance costs and no expense would fall upon the local Authority or the wider community.

We wish to know:

- 1 does the wire running across the road between two participating houses require planning permission and if so can this be granted on a group basis;
- 2 what is the minimum height at which the wire must cross the road in order to comply with Department of Transport and any local regulations.

We would welcome your comments and be pleased to meet with you should this be of assistance.

We look forward to and would greatly appreciate the cooperation of the Borough in establishing this important community facility.

Yours sincerely,

David Schreiber