

20.4

REVISED APPLICATION
JUNE 1993

Fibbens Fox Associates

Chartered Town Planners

31 The Broadway, Woodford Green, Essex IG8 0HQ. Tel: 081-505 8138 (4 lines) Fax: 081-506 1887

Directors:

Eric Fibbens BSc (Est Man) FRICS Dip TP MRTPI
Heather Fox BSc Dip TP MRTPI
Graham Murdoch BSc (Hons) MRTPI ARICS
Carol Whatcott, Company Secretary

Consultants:

Ian Taylor BA (Hons) Dip ARCH (Hons) RIBA
Mark Williams BSc ARICS

Controller of Development Services
London Borough of Barnet
Planning Group (Barnet House)
1255 High Road
Whetstone
London N20 0EJ

Your reference

Our reference

Date

EF/1871/AP2/PCF
7th June 1993

Dear Sirs,

TOWN AND COUNTRY PLANNING ACT 1990

INSTALLATION OF STREET FURNITURE TO COMPLETE THE IDENTIFICATION OF THE PERIMETER OF A DEFINED "ERUV" AT VARIOUS LOCATIONS IN N2, N3, N6, NW2, NW3, NW4, NW7 AND NW11

Please note that we have been instructed to advise and act for the United Synagogue Eruv Committee in respect of their proposals to complete the definition of the perimeter of the designated Eruv in this area. Our clients are disappointed at your Council's decision of 2nd March 1993 to refuse planning permission in respect of their recent application and we hereby give notice that an appeal is being made to the Secretary of State for the Environment against that decision.

Our clients would nevertheless prefer to resolve this matter by agreement if at all possible and accordingly we hereby enclose a "repeat" application which has been prepared after careful consideration of your Council's reasons for refusal and which incorporates revisions which we hope will commend themselves to your Members since they reduce even further the already limited visual impact of our clients' proposed development.

This application comprises the following documents:-

1. This covering letter.
2. Application form TP1 Part 1.
3. Certificate B under Article 12A of the Town and Country Planning General Development Order 1988.
4. A plan showing the boundary of the defined Eruv.

Ref: 1871

To: L.B. Barnet

7th June 1993

5. An index of the individual locations and for each location a schematic plan describing the details of the street furniture required.

In addition to the application documents one copy of additional supporting information is enclosed, including a certificate signed by Messrs Stoy Hayward, Chartered Accountants, confirming the validity of the petition delivered to the Council in January 1993 in support of the previous application.

Please note that this application is submitted within 12 months of your Council's decision to refuse planning permission in respect of the earlier application, it relates to the same development in respect of the same series of locations, and is submitted by the same applicant. Accordingly, no fee is payable.

THE NATURE OF THE DEVELOPMENT

The proposed development comprises solely the installation of a limited amount of street furniture in the form of typical street furniture poles, ie typical street lighting columns or wooden poles thinner than telegraph poles. Typically only two poles will be required at any given location, although in some cases a maximum of three poles will be required. The various locations are each divorced from each other and there will therefore be no concentrations.

In each location the two or three poles will be connected at high level by a thin wire.

CHANGES SINCE THE PREVIOUS APPLICATION

These revised proposals incorporate two main changes:-

- i) Firstly, following discussions with the Royal Society for the Protection of Birds it has become clear that their previous comments have been misinterpreted. The RSPB has no objections to these proposals, nor any objections to the use of the originally proposed nylon mono-filament wire which was later substituted by a thicker 3mm thick wire. The nylon mono-filament wire is extremely thin, being only a maximum 1mm circumference and virtually invisible. These revised proposals are presented on the basis of the use of nylon mono-filament wire in all locations, whereas the previous application was considered on the basis of more visible 3mm wire.

Ref: 1871

To: L.B. Barnet

7th June 1993

- ii) Secondly, our clients have given very careful consideration to your Council's second reason for refusal concerning the Wildwood Road location and the alleged impact of the proposal on the Conservation Area. Following discussions with your Council's highway engineers, these current proposals involve the installation of only two "Eruv" poles in this location (as opposed to seven originally proposed) with the now thinner 1mm diameter wire suspended generally between existing street lamp-posts.

VISUAL AMENITY CONSIDERATIONS

Although your Council's Planning Department has previously recommended the grant of planning permission for the earlier proposals, your Council have refused planning permission on grounds which essentially amount to a visual amenity objection, alleging that the proposed street furniture would be obtrusive, out of character, and detrimental to the general streetscene.

In our opinion those allegations are unfounded and the proposals need to be considered in context. The defined Eruv has a perimeter of approximately 11 miles (17.6 kilometres) and defines an area of about 6½ square miles (16.8 square kilometres). The defined area contains many miles of roads and approximately twice that mileage of pavement. On each road lamp-posts and telegraph poles are found at frequent intervals as are other items of street furniture including road signs, traffic lights etc.

It is impracticable for us to count the existing items of street furniture but it is self-evident that the area contains many thousands of lamp-posts and many thousands of telegraph poles with their conspicuous wire.

Against that background these proposals are de minimis. A total of eighty poles is proposed, in groups of two or three, in scattered locations. This represents a very modest increase which in the context will be unnoticeable.

Of the 11 mile perimeter, the proposed virtually invisible wire will be extended along only a total length of about 1025 yards (940 metres) and many locations will involve a length of wire of no more than 20 metres.

IMPACT ON THE CONSERVATION AREA

The Wildwood Road section of the perimeter involves a length of about 250 metres but these revised proposals involve only 2 wooden poles, one at each end of that length.

The wire itself will be thin and virtually invisible being suspended between existing street lighting columns. The immediate surroundings include significant mature trees which provide a back-cloth which will further disguise any residual impact.

Ref: 1871

To: L.B. Barnet

7th June 1993

Again therefore these proposals will have a de minimis visual impact and will have no adverse effect on the character or visual amenities of the Conservation Area.

APPARENT MISUNDERSTANDINGS AND NON-PLANNING OBJECTIONS

We have noted the unusually large quantity of third party correspondence generated by the previous application and have considered the various points made. It seems clear that many of the representations were based on misunderstanding and raised non-planning issues irrelevant to consideration of the original application. We hope that the information already provided in this letter will help clarify the situation for interested parties and we provide the following comments which we hope will be of further assistance.

The Creation of an Eruv

An Eruv is a symbolic concept of meaning to observant Jews but to no other people. It symbolises the immediate area around the homes of members of an observant Jewish community and identifies the "home environment" of that community. It's boundary is defined by members of the community having regard to their knowledge of the general life of that community and its component families with the guidance and approval of the Ecclesiastical Court.

Usually the boundary of an Eruv is identified by previously existing natural or man-made features, and in this case the vast majority of the length of the boundary of the Eruv is already identified by pre-existing features such as the M1 motorway, the surface level alignment of the Northern Line railway, and existing lines of property fences.

The additional street furniture proposed in this application is required to provide a physical definition of relatively short lengths of the perimeter not already otherwise defined by pre-existing boundary demarkation.

The completion of the identification of the perimeter is of vital importance to the concept of the Eruv and is accordingly very important to the substantial religious minority living within this area. The completion of the identification will enable all observant Jews within this area to observe the Sabbath within the wider area of the Eruv rather than within the restricted area of their own homes. It will therefore significantly improve the quality of life of many people, and will be of particular benefit to disabled persons, the elderly, and young families.

Conversely, with the exception of some de minimis impact on the streetscene, the completion of the perimeter of the Eruv will have no impact on the amenities of any person and no adverse impact on the quality of life of anyone. Nobody will suffer any measurable loss of amenity.

Ref: 1871

To: L.B. Barnet

7th June 1993

CONCLUSIONS

In our view this application relates to a modest proposal which does not contravene any Central Government policy nor any planning policy contained in the Barnet UDP.

This application relates to a modest development which is required to serve the community interests of a substantial religious minority and which will improve the general amenities and quality of life of that group.

The application development will have a de minimis impact on the general streetscene, involving nothing more than a very modest increase in the amount of already existing typical street furniture.

The proposed development will therefore not in any way alter the general character of any part of the area nor will it have any adverse impact on the character of the Conservation Area.

These proposals incorporate significant modifications to the previously refused scheme involving the use of virtually invisible nylon wire and a significant reduction in the number of poles required along Wildwood Road.

These proposals are even more worthy of the support of your Department than those contained in the previous application and we trust that you will again report the application to your Council's Committee with a recommendation that planning permission be granted; and we hope that your Council's Members will be able to take an objective view and this time accept your recommendation.

Should you wish to discuss any aspects of these revised proposals please do not hesitate to contact us. We should be very pleased to meet and explain any matters.

Thank you for your attention.

Yours faithfully,

Eric Fibbens

Enc.

FORM TP1 PART ONE

FOR OFFICE USE ONLY

LONDON BOROUGH OF BARNET

TOWN AND COUNTRY PLANNING ACT, 1990

PLANNING APPLICATION for permission to develop or change the use of land and/or buildings.

Number

Date Applc

Date Rqstd

Devt Plan

UPRN

The notes which accompany this form tell you how it should be completed and give you the address where it should be sent.

Answer every question. Please use BLOCK LETTERS

When complete return 4 copies of this form Plus

- 4 copies of all drawings and plans.
- the appropriate Section 27 Certificate.
- the application fee where applicable.

State the amount paid here... NIL

£

Grid Reference

Street Name

Date Stamp

Applc Type

CA/GIA

Ar4

Ward

Stats

Dir

Devt

Level

Appt

IDP

Part

Area

TPO

Officer

Fee Accd

Fee Rct No

Plot S

CI Rd

SpA 1

SpA 2

SpA 3

SpA 4

SpA 5

SpA 6

1 APPLICANT

Name and address UNITED SYNAGOGUE ERUV COMMITTEE

9 WEST HEATH ROAD

LONDON

Post Code: NW3 7UX Tel. No:

1a AGENT (if any) to whom correspondence will be sent:

Name and address FIBBENS FOX ASSOCIATES LTD

31 THE BROADWAY WOODFORD GREEN

ESSEX

Post Code: IG8 0HQ Tel. No: 505-8138

Ext.

2 ADDRESS OF APPLICATION SITE

Outline site in red on plans. Outline in blue any adjoining land in applicants control.

Address VARIOUS LOCATIONS WITHIN THE LONDON BOROUGH OF BARNET

AS ITEMISED ON TABLE ACCOMPANYING THIS APPLICATION

Post Code: N/A Site Area in m² N/A

Present use of land/buildings: PAVEMENTS AND VERGES ON BOROUGH'S

HIGHWAYS

If vacant, give last known use:

3 DESCRIPTION OF PROPOSED DEVELOPMENT

INSTALLATION OF STREET FURNITURE COMPRISING GROUPS OF

POLES (USUALLY 2) CONNECTED BY THIN HIGH LEVEL WIRE

Gross floor area of non-residential buildings in m²

For non-residential development form TP1 Part THREE may have to be completed — see accompanying notes.

4 TYPE OF APPLICATION

Please tick

A ☒ FULL APPLICATION, for new building works and/or change of use.

B ☐ OUTLINE APPLICATION, (new buildings only). Indicate which matters are to be determined at this stage, by placing a ✓ in the appropriate box:

Siting

Access

Design

External Appearance

Landscaping

C ☐ CONTINUED USE OR RETENTION of building works already carried out or use of land already started.

D ☐ REMOVAL/VARIATION OF A CONDITION.

E ☐ RENEWAL OF AN EXISTING PLANNING PERMISSION.

Previous application No.

No. of Condition

Previous Application No.

5 ACCESS AND PARKING

please tick

Does the proposal involve a new or altered access to a highway?

A - VEHICULAR

Yes ☐No ☒

If YES, the new or altered access must be shown on plans.

B - PEDESTRIAN

Yes ☐No ☒

Adequate provision for car parking and/or garaging must also be shown on the same plans.

6 TREES

please tick

A. Are there any trees on or adjoining the site?

Yes ☒No ☐

B. Does the proposal involve the felling of trees?

Yes ☐No ☒

If YES to either question A or B identify the trees to be felled or retained on plans.

7 MATERIALS

Give details of colour, type and make (if known).

A. Walls POLES: EITHER LAMP-POSTS (MINUS LAMP ON ARM) OR

B. Roof POLES (WOOD)

C. Means of enclosure of the site WIRES: NYLON MONO-FILAMENT

8 PLANS

SEE COVERING LETTER

all drawings, plans and documents forming part of this application. These should be based on an accurate measured survey of the site.

9 PLEASE COMPLETE AND SIGN

/We apply for planning permission and declare that all the information contained in this form and the submitted drawings/plans is correct.

SIGNED FIBBENS FOX ASSOCIATES LTD APPLICANT/AGENT DATE: 7/6/93

You must complete an appropriate certificate as part of your application.

If you are the sole owner of all the land to which the application relates complete CERTIFICATE A below. "Owner" means any person having a freehold interest or a leasehold with at least 7 years unexpired.

If any part of the application goes outside land in your ownership, even if only foundations or eaves, complete Certificate B instead and send Notice No. 1 to the owner(s).

If you do not know the name of all or any of the owners, complete Certificate C or D.

Certificates B, C and D and the appropriate notices will be provided on request.

CERTIFICATE A~~CERTIFICATE A/OWNERS CERTIFICATE under Section 27 of the Town and Country Planning Act 1971~~~~I hereby certify that:~~~~1. No person other than the applicant was the owner of any part of the land to which the application relates at the beginning of the period of 20 days before the date of the accompanying application.~~~~2. None of the land to which the application relates constitutes or forms part of an agricultural holding.~~~~SIGNED FIBBENS FOX ASSOCIATES LTD APPLICANT/AGENT DATE:~~

Town and Country Planning General Development Order 1988

CERTIFICATE UNDER ARTICLE 12A

Certificate B

I certify that:

The applicant has given the requisite notice to everyone else who, on the day 21 days before the date of the accompanying application was the owner of any part of the land to which the application relates, as listed below.

Owner's name	Address at which notice was served	Date on which notice was served
--------------	---------------------------------------	------------------------------------

SEE ATTACHED SCHEDULE

7TH JUNE 1993

Agricultural Holdings Certificate

- * None of the land to which the application/appeal* relates is, or is part of, an agricultural holding.

Signed



FIBBENS FOX ASSOCIATES LTD

On behalf of

UNITED SYNAGOGUE ERUV
COMMITTEE

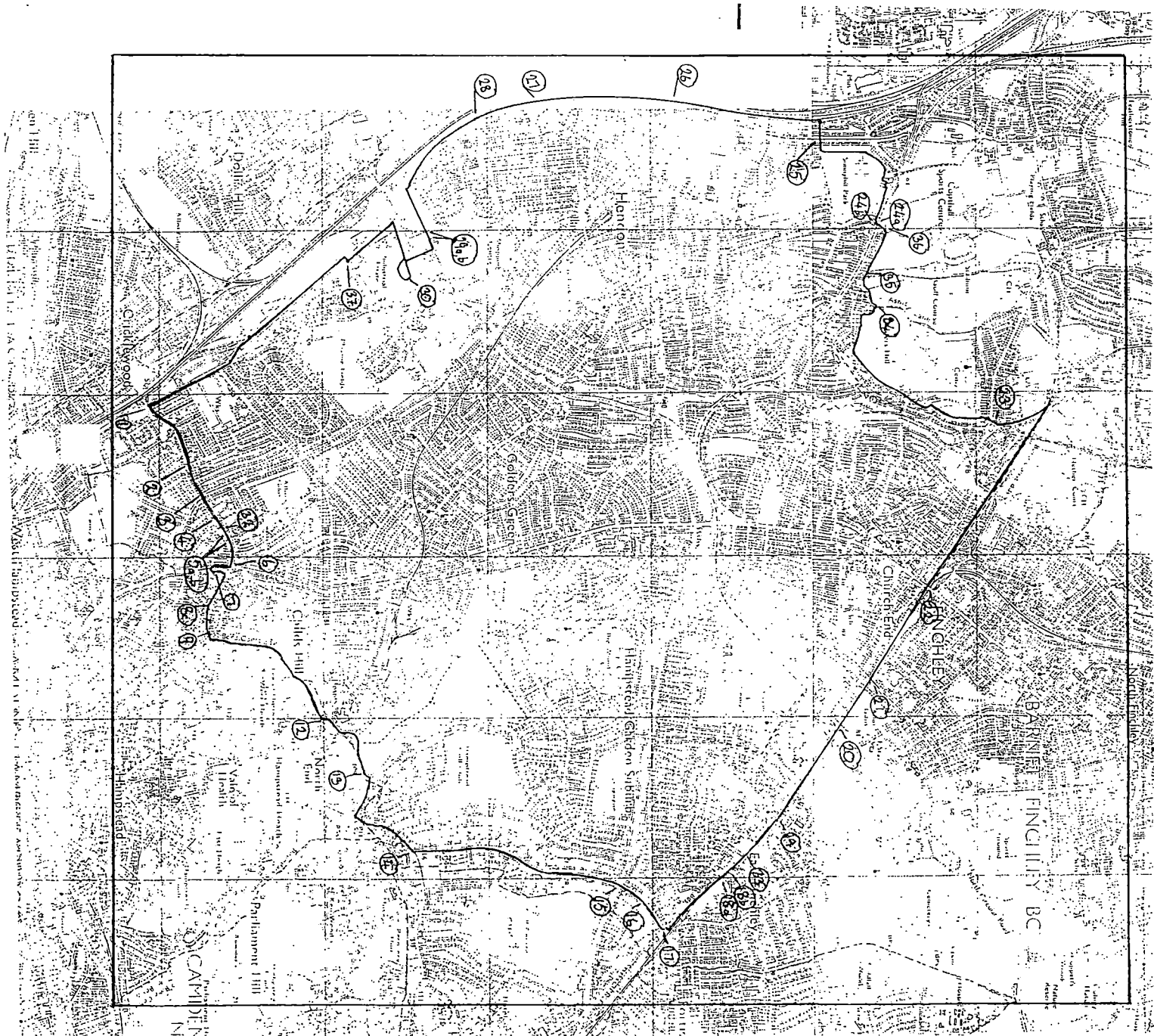
Date

7TH JUNE 1993

SCHEDULE OF ARTICLE 12A PARTIES

1. The Hammerson Group
100 Park Lane
London N1Y 4AR
2. Department of Transport
2 Marsham Street
London SW1P 3EB
3. London Borough of Barnet
Highways Department
Barnet House
1255 High Road
Whetstone
London N20 0E3

PERIMETER OF PROPOSED ERUV
SHOWING LOCATION OF
CONSTRUCTIONS





What is an Eruv?

The traditional Jewish Sabbath offers a respite from the mundane activities of the working week. There is a 'code of practice' which orthodox Jews uphold, which safeguards this time for family and spiritual pursuits. We are encouraged to see ourselves as a community, with all the social responsibilities involved.

Jewish people are allowed to carry on the Sabbath anywhere within a private or community area and indeed all do, including the most ultra-orthodox, within their own homes. The Eruv is the designation of such a community area and the marking of its boundary, outside of which we are restricted from carrying or pushing wheelchairs and prams on the Sabbath.

Who needs the Eruv?

Mothers presently cannot leave their house or flat with babies or toddlers as they may not push a buggy chair or carry the paraphernalia of little kids - bottles, nappies etc. This means that an orthodox couple, with young children, generally cannot go to Synagogue together on Saturday or even visit family or friends.

In a medical emergency, of course, all Jewish rules are suspended, but on a normal Sabbath, without an Eruv, people confined to a wheelchair or who require walking aids cannot go out or be taken out of their home.

Any practising Jew will benefit as the restriction against carrying extends to keys, a prayer book, glasses etc. A petition signed by 3,333 adults in favour of the Eruv is to be delivered to the Barnet Town Hall on Tuesday 26th January.

Who decided to build an Eruv and what area does it cover?

There is a substantial orthodox population in North West London, particularly in the contiguous areas of Hendon, Golders Green and Hampstead Garden Suburb. In response to popular demand from the communities themselves, the United Synagogue, under the supervision of the Chief Rabbi of Great Britain, have planned the least obtrusive Eruv to include all the residential areas of NW4 & NW11.

Why hasn't there been an Eruv in England before now?

There has been a growing awareness of the issue over recent years but it is only now with communal needs more vocally expressed, and Rabbis more closely in touch with the needs of their communities, that the demand is being translated into action.

How is it made?

As the Eruv is only symbolic, natural or existing boundaries, such as motorways or railway lines, are used to define its limits. Only wide gaps or roads need to be spanned with a line, supported by posts.

In consultation with Barnet officers, three types of posts and three grades of wire have been specified, depending on the location. These range from the standard 3.5m plastic-coated tubular steel traffic posts, used for footpaths, to 6.5m posts for trunk roads. Maximum diameter of posts is 114mm. The wire used for trunk roads is braided stainless steel of the same 3mm diameter as telegraph wire. Shorter spans and minor roads will use nylon monofilament line.

What is the Application to Barnet Council for?

The Public Works Committee of Barnet have satisfied themselves about the technical and

safety aspects of the Eruv and have approved a licence with suitable safeguards for maintenance and insurance.

The application now before Barnet's Town Planning & Research Committee is for the construction of some 85 poles and about 950m of line. There are presently about 50,000 poles and some 2,000,000m of overhead wire in the area so the incremental street furniture is negligible.

What about the Department of Transport?

The DoT is directly responsible for trunk roads and is advising on compliance with highway use and safety requirements.

Who will pay for the Eruv?

The cost of establishment and ongoing maintenance will be borne by the local Jewish community.

"There is a long tradition linking the establishment of Eruvs with the secular authorities in the great political centers where Jewish communities have lived".

President George Bush
The White House, 1990

How does it affect people in the area?

Much like a ramp for the disabled - it can be considered a minor loss of amenity for the general public but an essential facility to a significant minority. The posts are only significant to orthodox Jews and will be ignored by everybody else.

Why can't the Rabbis give a dispensation or change the rules?

The Eruv is the accepted remedy and it has been respected and approved by host cities throughout the centuries and all over the world.

Does the Eruv create a ghetto?

An Eruv is the mark of a free community, integrated within its host society yet continuing to uphold and respect traditional family and religious values. In contrast, a ghetto is a compound within which Jews have been forced to live as a result of persecution and is therefore an inappropriate reference.

Are there Eruvs anywhere else?

There are Eruvs in Canada, Belgium, France and Gibraltar as well as in Australia. In the United States there are Eruvs in most major cities, including Detroit, Miami, Pittsburgh, Baltimore and several in New York. An Eruv opened in Boston a few weeks ago. There is an Eruv in Washington DC which includes the Supreme Court and the White House! The Mayors of Los Angeles and Moorabbin, Melbourne, have written to Barnet encouraging them, based on their positive experience, to approve the Eruv.

Tom Bradley, Mayor of Los Angeles, wrote to the Mayor of Barnet:

"It was with great pleasure that I took action some years ago which helped the members of the local congregation to celebrate the sabbath more comfortably and meaningfully, simply by supporting their petition to erect an Eruv."

The action was not without controversy here in Los Angeles, but the ultimate result was most gratifying. The fears expressed by those who were initially opposed to the Eruv never materialised.

I hope that you will help the observant Jews in your community enjoy the observation of the Sabbath."

How do other people feel about the Eruv?

No major planning objections have been raised but some people, often non-practising Jews, feel uneasy at the thought

of an area being designated as having a particular significance to other Jews. The United Synagogue believes that these natural anxieties will quickly dissolve as everyone discovers that the Eruv is totally benign and greatly appreciated.

Mayor Barry Neve of Melbourne, Australia, in a recent letter to the Mayor of Barnet, wrote:

"I believe that some concerns have been raised in London as to the Eruv creating divisiveness ... our experience does not support these concerns at all."

If it is symbolic, why not just imagine the Eruv?

To a large extent it is imaginary and if there would be natural boundaries for 100% of the perimeter we would not need any street furniture at all - as is the case in Strasbourg, France, where the canal and railway line are sufficient. It is only the need to span the gaps that gives rise to the application.

Local support

The proposal has the full backing of the two local MPs, John Marshall and Hartley Booth and of Jewish Care which is the largest Jewish social work agency in the UK.

The movement for an Eruv has been promoted by the four United Synagogue Community Centres at Hendon, Golders Green, Finchley & Hampstead Garden Suburb as well as by other local independent congregations.

Well over 10,000 local people will benefit directly from the Eruv.

Misconceptions about the Eruv

It is clearly not simple to explain the Eruv story and naturally people are anxious about what sounds like a strange and 'new' idea. This anxiety has been expressed by a handful of people - primarily from within the Jewish community.

The fact is that the Eruv will not inconvenience anybody or cost them money. It will be a great benefit to thousands of local residents and enable them to get about freely on the Sabbath.

This country has a fine tradition of tolerance for minority groups and their harmless practices and we look to the support and understanding of our co-religionists as well as of the wider community among whom we are proud to live.

For further information, please contact THE UNITED SYNAGOGUE ERUV COMMITTEE
9 West Heath Rd. NW3 Tel 071-433 3434 Fax 071-433 3934

We have reviewed the 3,443 entries on the Eruv petition, delivered to Barnet Council in support of the application for planning in January 1993:

1. To ensure that the post code assigned to each address is correct for each entry on the petition;
2. Whether or not that address falls within the London Borough of Barnet;
3. Whether or not that address falls inside or outside of the proposed Barnet Eruv boundaries.

As a result of the above we confirm that the following analysis of the petition showing there to be 3,299 valid entries has been prepared in a correct and valid manner with respect to the three matters referred to above.

STOY HAYWARD

Chartered Accountants

London

13 May 1993

**AUDITED STATISTICAL ANALYSIS OF
BARNET ERUV PETITION, JANUARY 1993**

District	Postal Area	Total	% Total
Hendon	NW4	1,575	45.7%
Golders Green	NW11	814	23.6%
Finchley	N3	365	10.6%
Edgware	Middx	248	7.2%
E Finchley	N2	83	2.4%
Child's Hill	NW2	47	1.4%
N Finchley	N12	40	1.2%
Mill Hill	NW7	38	1.1%
Borehamwood	Herts	19	0.6%
Hampstead	NW3	19	0.6%
Whetstone	N20	19	0.6%
Southgate	N14	12	0.3%
Colindale	NW9	12	0.3%
New Barnet	EN5	3	0.1%
Muswell Hill	N10	2	0.1%
East Barnet	EN4	2	0.1%
Brunswick Pk	N11	1	0.0%
Total Valid within Barnet		3,299	95.9%
Illegible, Duplications etc		91	2.6%
Non Barnet		53	1.5%
Total Entries		3,443	100%
Valid within Eruv area		2,840	86%

Proposal to Barnet Council
for the construction of
The North West London Eruv

Supplementary schematic plans
showing location of Eruv poles

Revised Plans, May 1993

THE UNITED SYNAGOGUE
ERUV COMMITTEE

Technical Consultant Alan Perrin B.Sc.
9, West Heath Road LONDON NW3 7UX

Concept and Function

The Jewish Sabbath is, by law and tradition, a day which brings the family together, providing a respite from the working week and encouraging family and spiritual pursuits. In order for the community to be able to benefit fully from this rejuvenating day, certain conditions must be met. One such condition is the provision of an Eruv.

According to Jewish law, a distinction is drawn between the public and the private domain and the carrying of any item, even small personal items such as house keys, gloves or handkerchiefs is forbidden from one such domain to the other. The purpose of the Eruv, however, is to define the entire area within the boundary as one community domain, within which it would be permitted to carry personal items and push wheelchairs and prams in the streets and parks. Far from the Eruv being an avoidance of the law, it has been incumbent on Rabbis to provide this remedy in order to promote a community spirit and to make it easy for people to visit Synagogue, family or friends.

The majority of the Eruv perimeter is defined by existing boundaries such as railway embankments, motorway barriers and contiguous buildings which are common throughout the Borough. The definition of the Eruv boundary is of relevance only to those who use it. It is not marked or sign-posted in any way. However, in order to complete the boundary, gaps need to be symbolically indicated as 'gateways'. This is achieved by erecting two poles with a lintel wire spanning the opening.

These poles and wires have no intrinsic religious or ceremonial significance. They have neither more nor less effect on people in the area than do telegraph poles or existing parish or other boundary markers. They have been compared to the provision of ramps for the disabled which whilst not adding to the aesthetics of a building, provide a significant benefit to a particular minority.

Benefits to the Community

The Jewish community in Barnet is estimated to exceed 50,000, the majority of whom are members of the United Synagogue.

Over recent years the demand for an Eruv to cover all of NW4 and NW11 has grown significantly. A study to establish the viability of an Eruv within the context of Jewish law was carried out and this resulted in the setting up of a committee, under the auspices of the United Synagogue Council to promote and establish the Eruv, which when in place, will serve the Jewish community as a whole.

Under the guidance of the Court of the Chief Rabbi, we have defined the boundary for Hendon, Golders Green and Hampstead Garden Suburb.

The Eruv, when complete, will be of immense benefit to the thousands of orthodox Jews living in this area of Barnet, particularly young mothers and children, the elderly and the handicapped, all of whom are frequently house-bound every Saturday.

It is worth noting that in most major cities which have a substantial Jewish population in Canada, Europe, South Africa, Australia and, of course, Israel, an Eruv has been in existence for decades. The USA now has more than 100 Eruvs (including one in Washington DC which encompasses the White House).

All the cost of the project, including construction, maintenance and public liability insurance, will be met by the proposers. There will be no cost implications to the Council and no inconvenience to the general public.

Proposal

The proposed Eruv is designed to include all of NW4 and NW11 i.e. Hendon, Golders Green and Hampstead Garden Suburb with some adjacent areas. It is approximately 6.5 square miles, with a total perimeter of 11 miles (17.5km).

The Eruv: Introduction and Description of Form and Purpose

The perimeter is breached by 31 roads, each of which requires a post-and-wire gateway. The wire spans the carriageways, pavements and grass verges, with an average length of 20m.

Gateways which span footpaths account for another 6 constructions with lengths ranging from 7m to 25m.

In addition, a 250m length of Wildwood Road, NW11 runs across the Hampstead Heath extension and this route too is a breach in the Eruv boundary requiring a succession of 'gateways' utilising existing lamp-posts with a medium sized pole at either end.

In total the Eruv will comprise 80 poles and 942m of wire.

Location

The locations of all the required constructions are listed in the accompanying table and shown in Figures 1 to 37 inclusive. The general location plans are sections of Ordnance Survey 1:1250 Town Plans, with the map and grid references clearly shown.

Supplementary schematic sketches show the exact location of all the posts.

As a general rule the posts are at the very back of the pavement or verge, and within 300mm of the wall, fence or other structure which represents the Eruv boundary.

The simple form of gateway is utilised in all but two of the constructions, comprising a wire stretched from the top of one pole to another, see fig. A.

The exceptions are location references 24A and 24B. One end of the 'gateway' is a regular pole, the other the metal walkway over the Great North Way.

In order to comply with Rabbinical law, a second token (short) pole is installed directly below the wire, see fig. B.

Materials

There are three types of post and three grades of wire. The posts are designated small, medium and tall. Small posts for footpaths are 3.5m tall, of plastic coated tubular steel, identical to the posts used on the pavements to support traffic signs. Their diameters are 76mm. Medium posts for minor roads are 5.5m. tall (the same height as minor roads' street lighting columns) and are painted in dark olive green to Barnet Highways standard. These posts are also tubular and have a diameter of 76mm. Tall posts which are utilised for trunk roads and for exceptional spans are 6.5m tall, finished to the same standard as the medium poles and have a diameter of 114mm.

Both medium and tall posts exceed the Department of Transport minimum clearance of 5m.

The wire to be used will be a nylon monofilament, diameter 1mm.

Maintenance

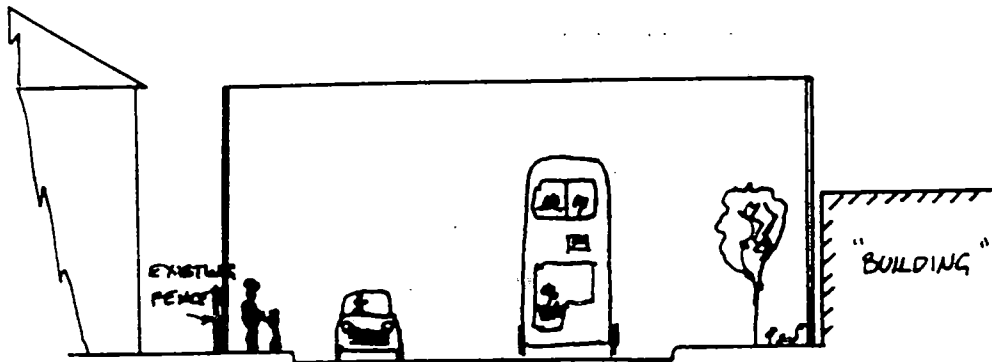
Since it is imperative that the Eruv is intact every Sabbath of the year, a system of weekly inspections will be instituted and a protocol to cope with worn components will be established.

ERUV CONSTRUCTION REQUIREMENTS

REVISED MAY 1993

Map Ref	Location	Postal Code	# Poles	Type	Span/m
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
1	Wildwood Road	NW11	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
2	Great North Way (south)	NW4	2	1 medium & 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 Ave, River Brent	NW4	2	medium	10
29B	Templehof Ave, River Brent	NW4	2	medium	10
30	Templehof Ave/Tilling Road	NW4	2	medium	11
32	Childs Hill Walk (footpath)	NW4	2	small	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		80		942m

FIG. A.

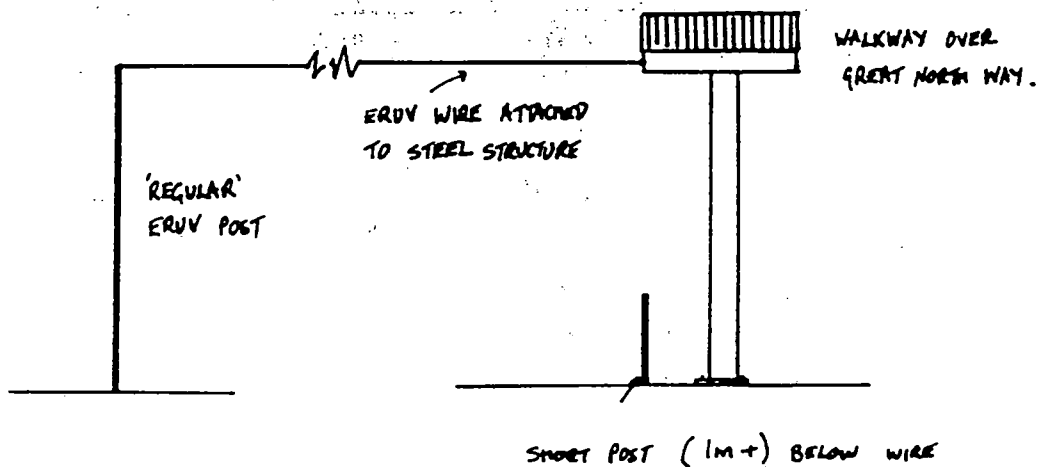


STANDARD ARRANGEMENT OF POST-AND-WIRE GATEWAY.

IN THIS INSTANCE, THE POSTS WHICH ARE AT THE REAR OF THE PAVEMENT AND VERGE, SPAN BETWEEN AN EXISTING FENCE AND A BUILDING; BOTH OF WHICH FORM THE CONTINUITY TO THE ERUV PERIMETER.

PEDESTRIAN AND VEHICULAR TRAFFIC IS UNIMPEDED.

FIG. B.



24A + 24B

TOKEN SECOND POST SITUATED BELOW ERUV WIRE, REMOVING THE NEED FOR A SECOND TALL OR MEDIUM POST.

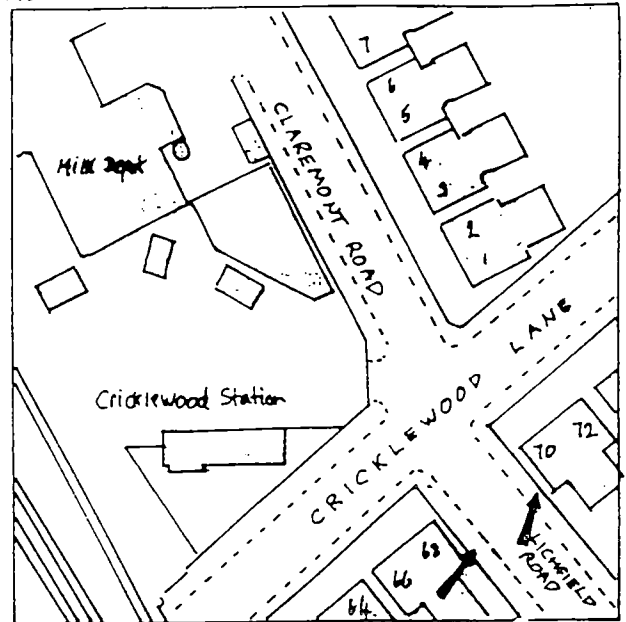
01



240

241

860



959

1:1250

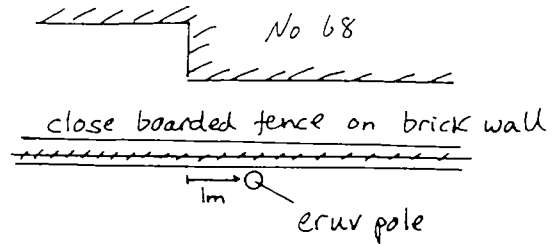
TQ 2485 NW

01: LICHFIELD ROAD, NW2

SCHEMATIC SHOWING POSITION OF POSTS

1/ SOUTH WEST POLE

AT REAR OF PAVEMENT, c 15cm
FROM CLOSE-BOARDED FENCE
WHICH IS PERIMETER OF REAR &
SIDE GARDEN TO 68 CRICKLEWOOD
LANE, 1m NORTHWEST OF
REAR FLANK WALL OF MAIN HOUSE,

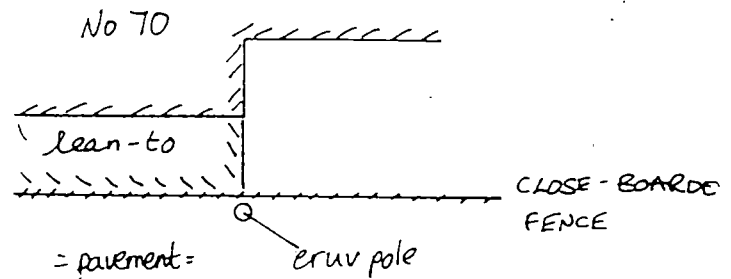


= pavement =

(view south west)

2/ NORTH EAST POLE

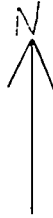
AT REAR OF PAVEMENT, c 15cm
FROM CLOSE-BOARDED FENCE
WHICH IS PERIMETER OF SIDE &
REAR GARDEN TO No 70 CRICKLEWOOD
LANE. IN LINE WITH THE SOUTH
EAST END OF THE WOODEN LEAN-TO
AT THE SIDE OF THE HOUSE



= pavement =

(view north east)

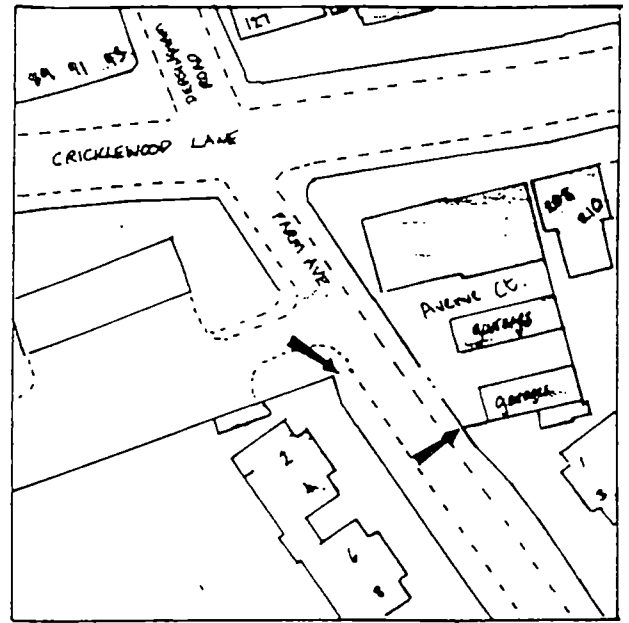
02



244

245

862



1:1250

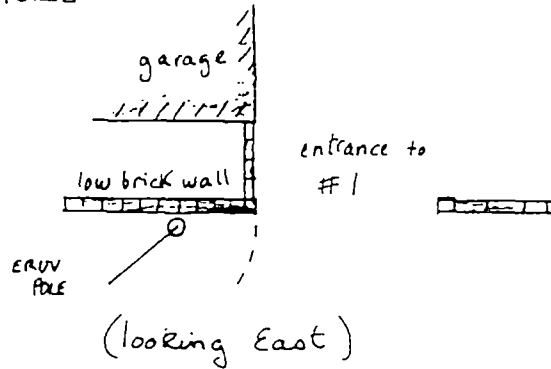
TQ 2486 SW

02 : FARM AVENUE NW2

SCHEMATIC SHOWING LOCATION OF POLES

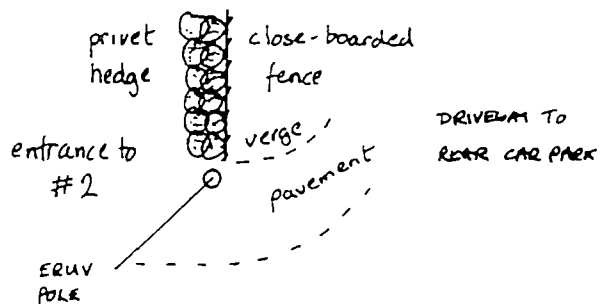
1/ WEST POLE

AT REAR OF PAVEMENT, c 1m
FROM CORNER OF LOW BRICK
WALL WHICH ADJOINS FLANK
WALL OF No 1's DRIVEWAY.



2/ EAST POLE

AT REAR OF PAVEMENT,
DIRECTLY AT THE END
OF THE PRIVET HEDGE
WHICH FORMS THE
NORTHERN PERIMETER OF
#2, FARM AVE.

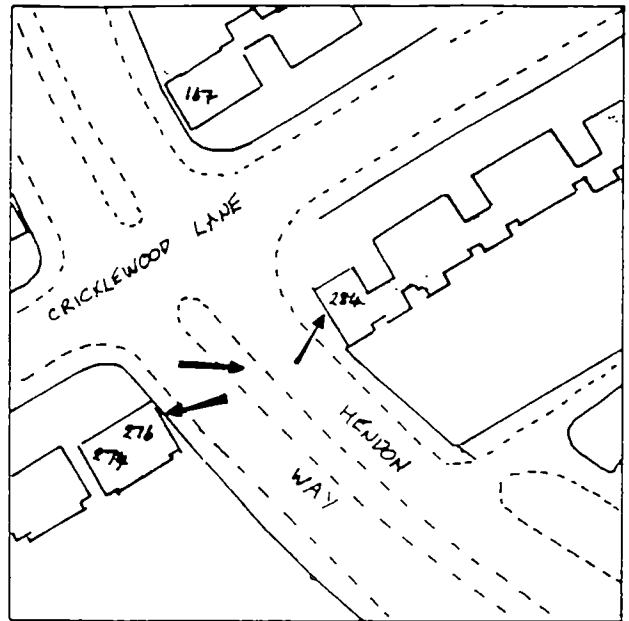


03



246

247
863



862

1:1250

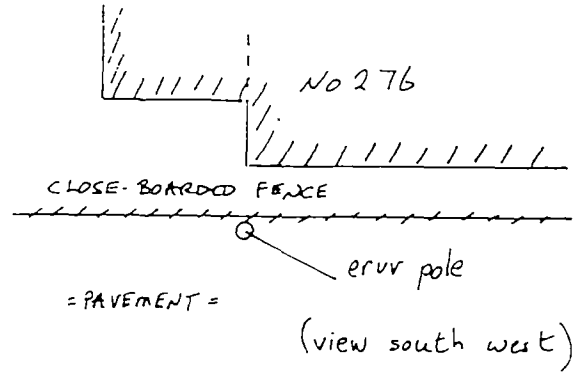
TQ 2486 SE

03: HENDON WAY, NW2

SCHEMATIC SHOWING LOCATION OF POSTS

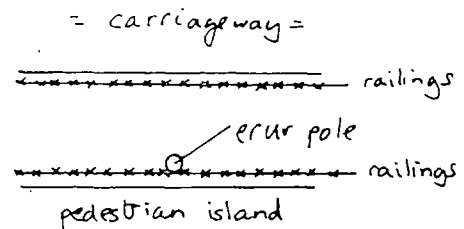
1/ SOUTH WEST POLE

WITHIN 15cm OF THE CLOSE-BOARDED FENCE WHICH FORMS THE PERIMETER OF THE GARDEN TO NO. 276 CRICKLEWOOD LANE, IN LINE WITH THE REAR WALL OF THE HOUSE (excluding THE SINGLE STOREY PROJECTION).



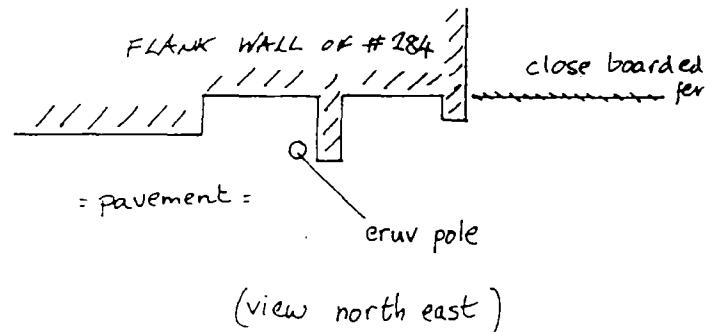
2/ CENTRAL RESERVATION POLE

THE CENTRAL RESERVATION COMPRISES A PEDESTRIAN ISLAND BETWEEN TWO RAILINGS. THE POLE WILL BE ADJACENT TO ONE RAIL WITHIN THE PEDESTRIAN ENCLOSURE.

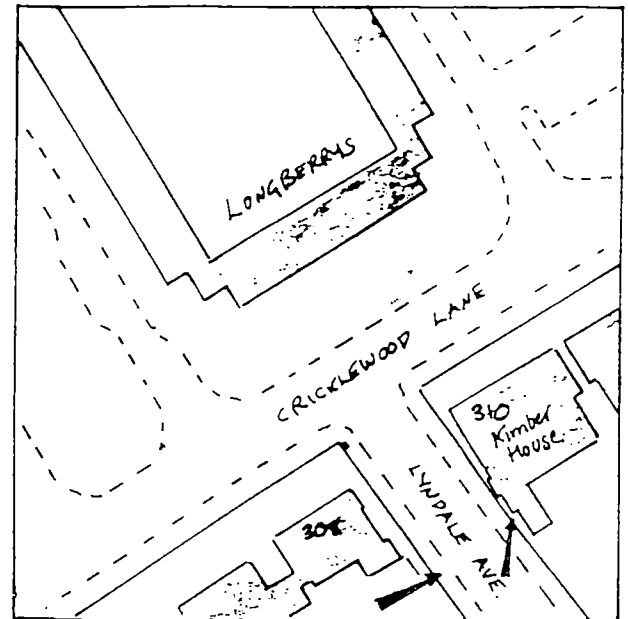
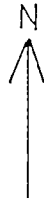


3/ NORTH EAST POLE

AT REAR OF PAVEMENT, ADJACENT (25cm) FLANK WALL OF 284 CRICKLEWOOD LANE, BESIDES MAIN BRICK ABUTMENT AT REAR OF HOUSE.



04



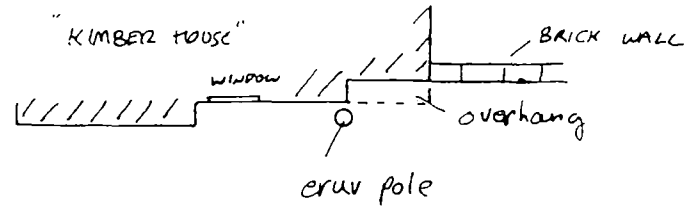
1:1250

TQ 2486 SE

SCHEMATIC SHOWING LOCATION OF POSTS

1/ EAST POLE

AT REAR OF PAVEMENT, 15m FROM FLANK WALL OF "KIMBER HOUSE", c 15m FROM FRONT ELEVATION ON CRICKLEWOOD LANE AT THE EDGE OF THE OVERHANG SUPPORT FOR THE SECOND FLOOR.

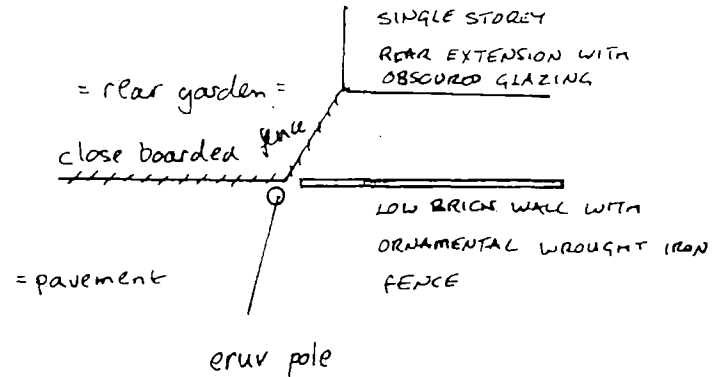


= pavement =

(view north east)

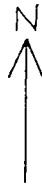
2/ WEST POLE

AT REAR OF PAVEMENT, 15m FROM CLOSE BOARDED FENCE TO THE REAR GARDEN OF 308 CRICKLEWOOD LANE c 20m FROM FRONT ELEVATION.



(view south west)

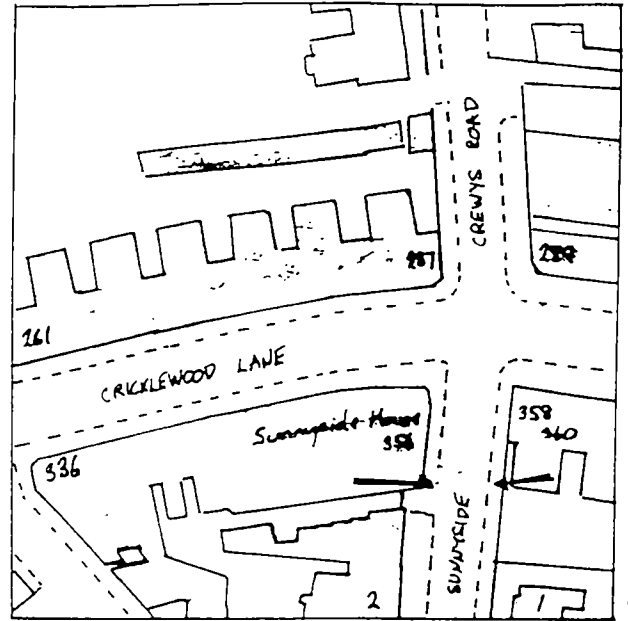
05A



249

250

865



1:1250

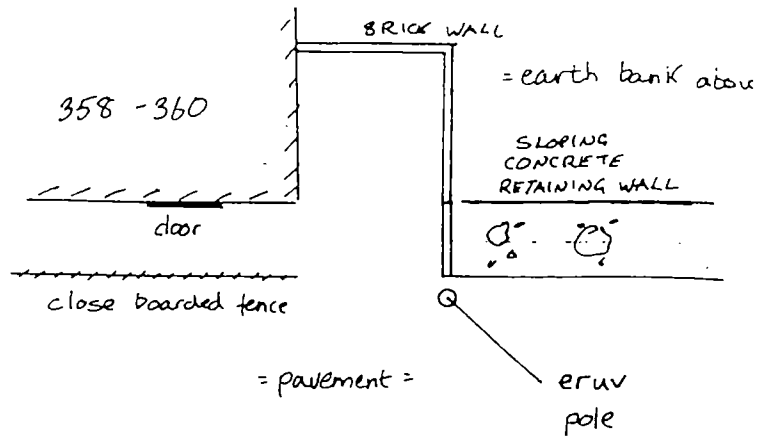
TQ 2486 SE

05 A ; SUNNYSIDE

SCHEMATIC SHOWING LOCATION OF POSTS

1/ EAST POLE

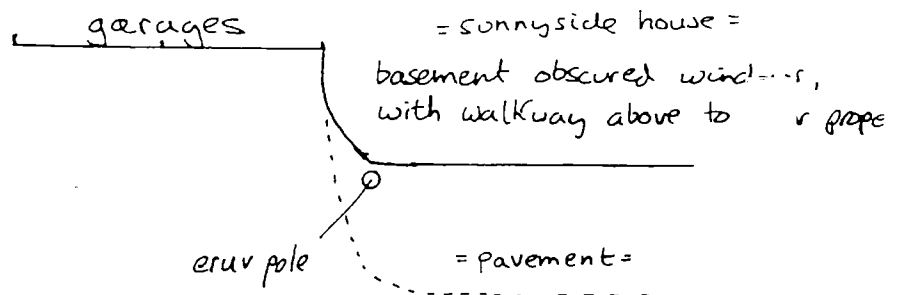
AT REAR OF PAVEMENT, 15cm FROM
BRICK AND CONCRETE RETAINING WALLS
TO SOUTH OF DRIVEWAY AT THE REAR
OF 358-360 CRICKLEWOOD LANE



(view east)

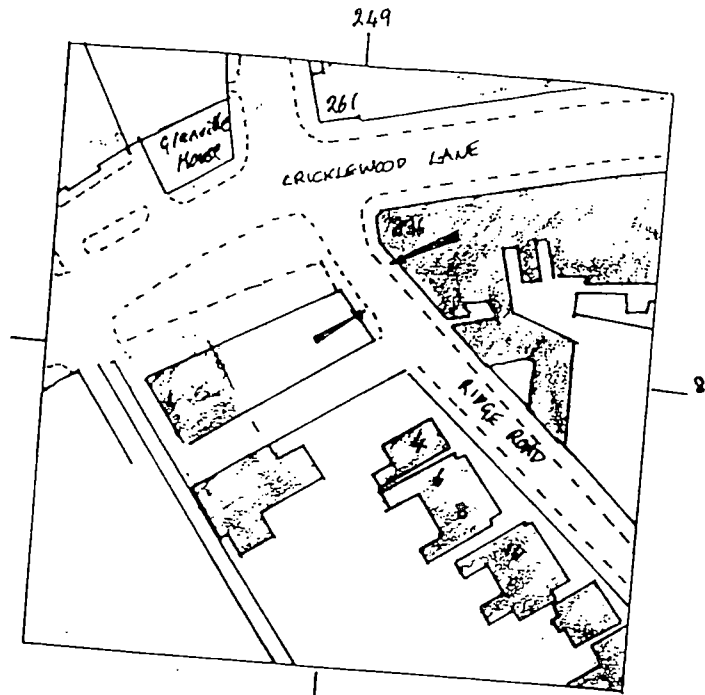
2/ WEST POLE

AT REAR OF PAVEMENT, 15cm FROM
CONCRETE WALL OF SUNNYSIDE
HOUSE JUST NORTH OF THE
DRIVEWAY TO THE GARAGES.



(view west)

05B



1:1250

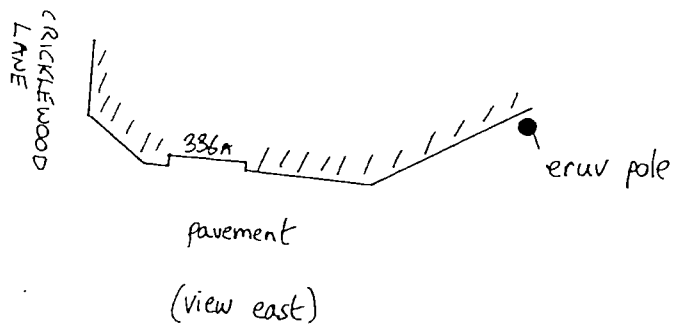
TQ 2486 SE

05B

RIDGE ROAD, NW2

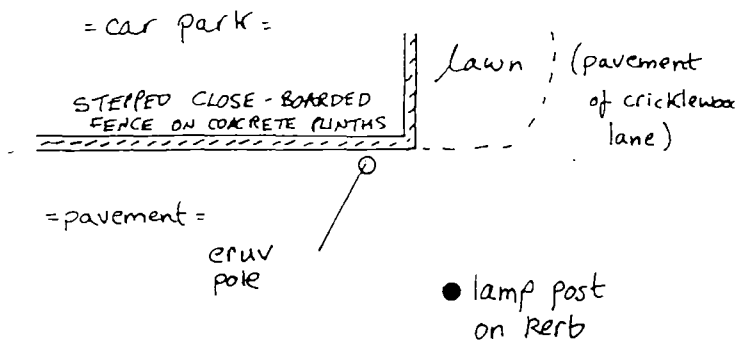
AMENDMENT JANUARY 1993

REPOSITIONING OF EAST POLE TO AVOID DRAINPIPES, FLANK WINDOWS
AND ADVERTISING HOARDING.



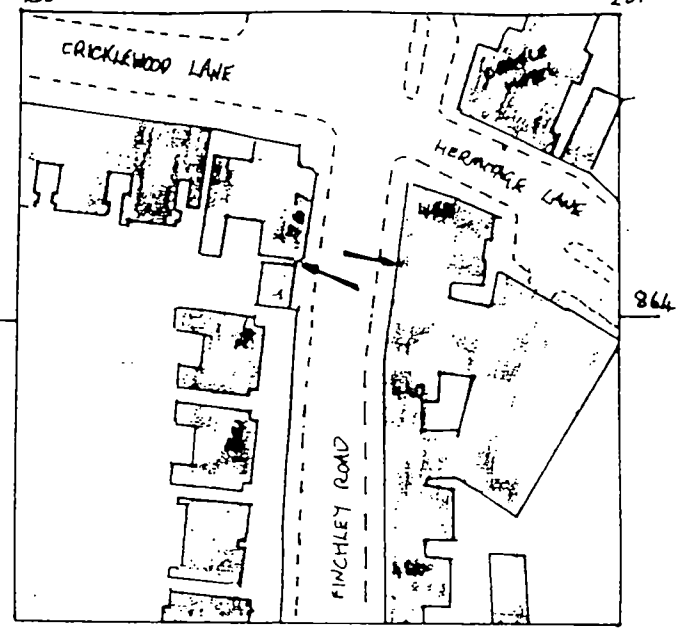
21 WEST POLE

AT REAR OF PAVEMENT, WITHIN 15cm
OF CLOSE-BOARDED FENCE SURROUNDING
SMALL CAR PARK ADJACENT TO
324-334 CRICKLEWOOD LANE.



250

251



864

1:1250

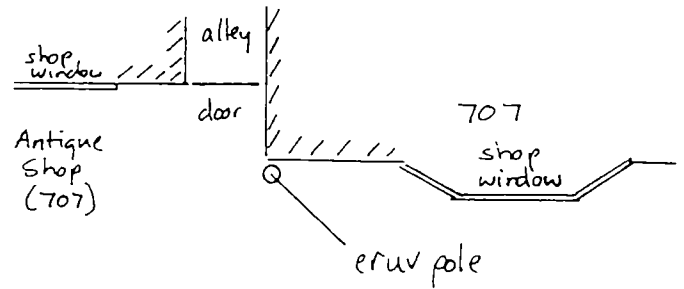
TQ 2586 SW

06 : FINCHLEY ROAD , NW2

SCHEMATIC SHOWING LOCATION OF POSTS

1/ WEST POST

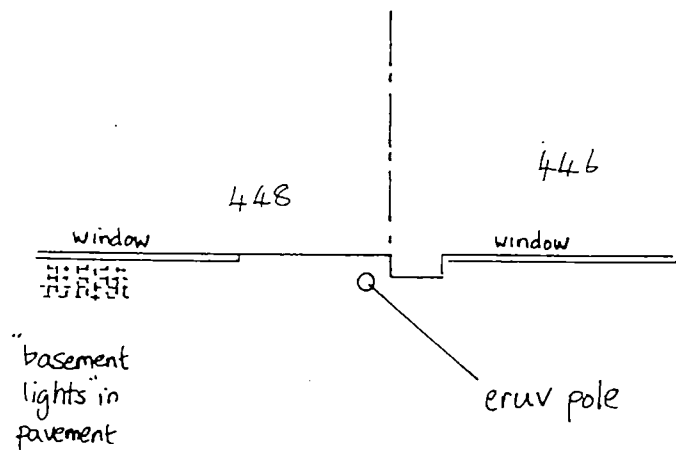
AT REAR OF PAVEMENT , 15 cm FROM CORNER
OF 707 FINCHLEY ROAD BETWEEN R.H. SHOP AND
L.H. ANTIQUE SHOP'S SIDE DOOR TO ALLEY



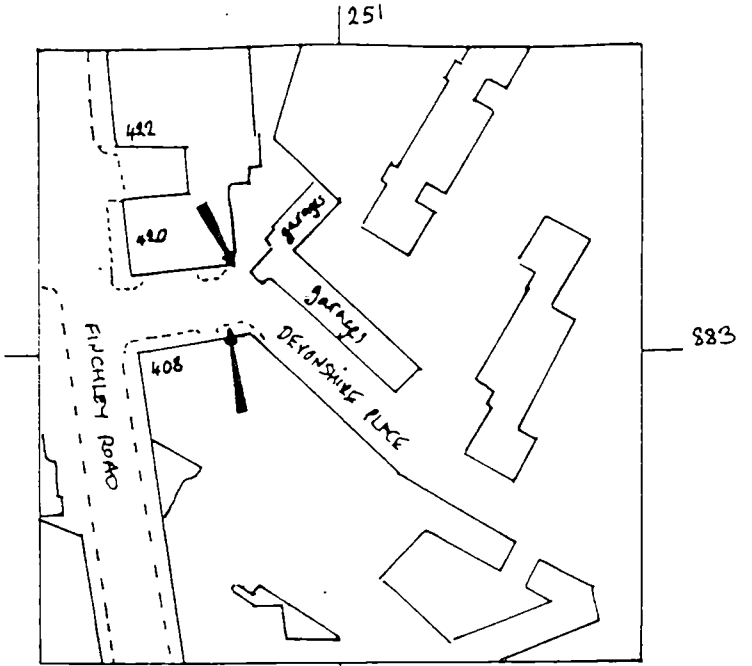
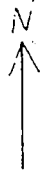
AMENDMENT JANUARY 1993

SCHEMATIC SHOWING LOCATION OF EAST POST.

AT REAR OF PAVEMENT , 15 cm FROM
WALL OF TERRACE OF SHOPS , TO THE
NORTH OF PARTY LINE BETWEEN
448 (MICHAEL HARRIS) AND 446
(JUST AROUND THE CORNER RESTAURANT)



(view east)



1:1250

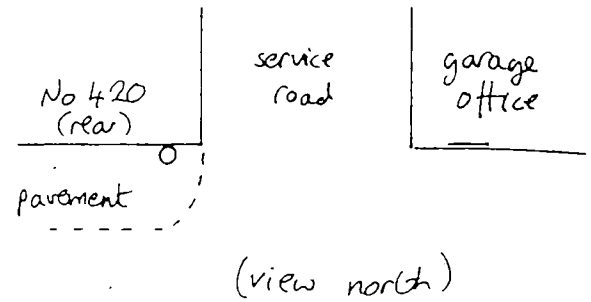
TQ 2586 SW

07: DEVONSHIRE PLACE, NW2

SCHEMATIC SHOWING LOCATION OF POSTS

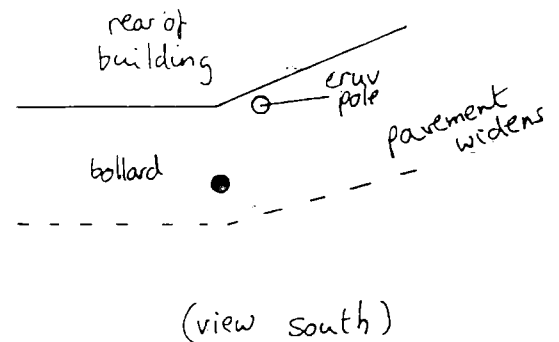
1/ NORTH POST

AT REAR OF PAVEMENT, c 15cm FROM CORNER OF 420 FINCHLEY ROAD "HEATH WEST" - SERVICE ROAD LEADING TO PARKING AND CAR REPAIR WORKSHOP, WITHIN 1m OF PLANK WALL.



2/ SOUTH POST

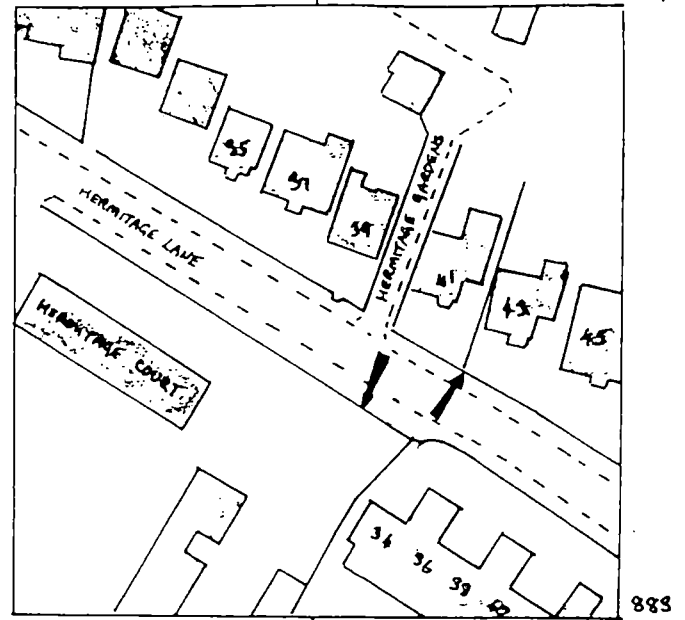
AT REAR OF PAVEMENT, c 15cm FROM BRICK WALL JUST WEST OF THE STEEL BOLLARD WHICH IS WITHIN THE PAVEMENT, WITHIN 1m OF THE ANGLED CORNER



08.C

282

884



1:1250

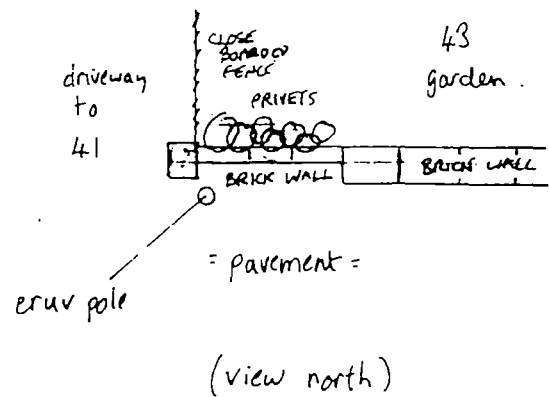
TQ 2586 SW

08C : HERMITAGE LANE NW2

SCHEMATIC SHOWING LOCATION OF POSTS

1/ NORTH POLE

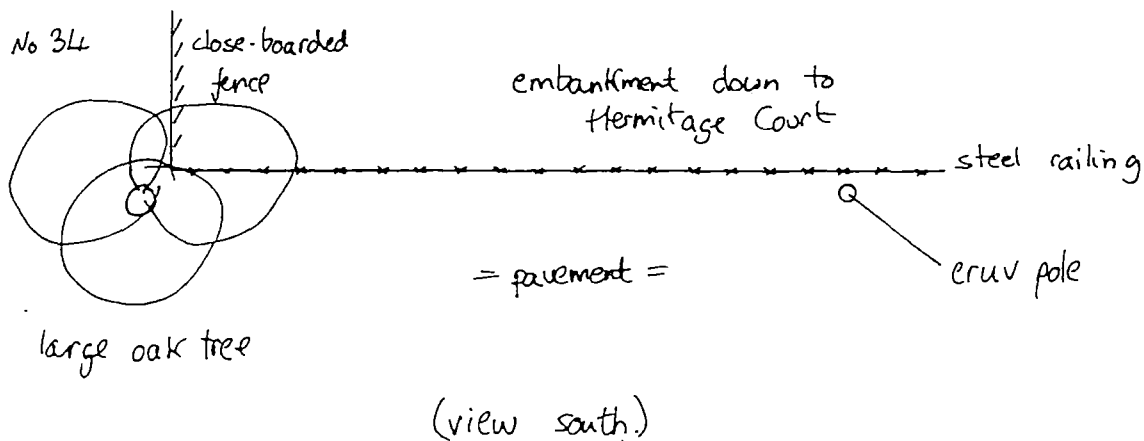
AT REAR OF PAVEMENT, C. 15 cm
FROM BRICK WALL AT FRONT OF 43
HERMITAGE LANE, TO THE EAST OF
ENTRANCE DRIVE TO No. 41.



AMENDMENT JANUARY 1993

SCHEMATIC SHOWING LOCATION OF SOUTH POLE

AT REAR OF PAVEMENT, 6m TO THE NORTH WEST
OF THE LARGE OAK TREE WHICH STANDS AT
THE BOUNDARY OF No 34 HERMITAGE LANE.

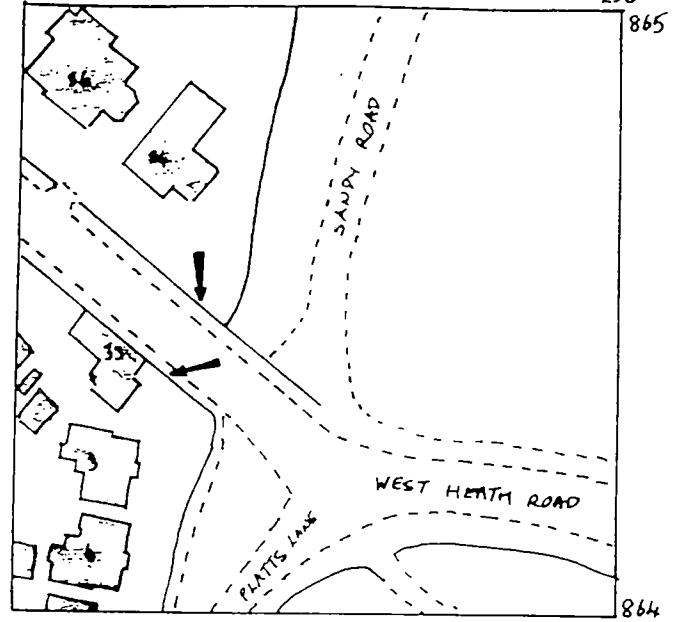


09

255

256

865



1:1250

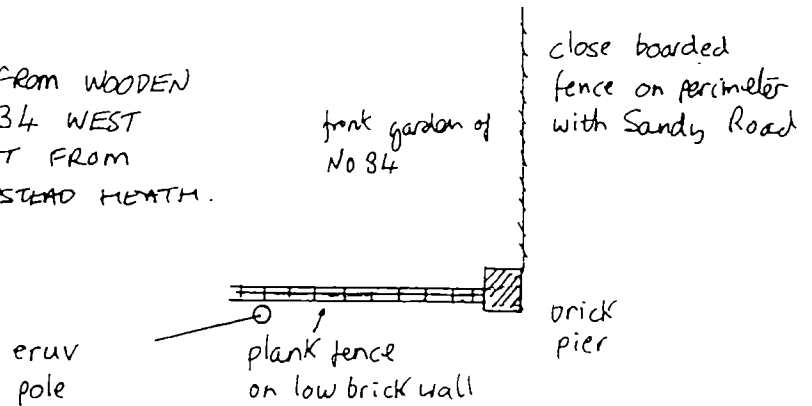
TQ 2586 SE

09: WEST HEATH ROAD, NW3

SCHEMATIC SHOWING LOCATION OF POSTS

1/ NORTH POST

AT REAR OF PAVEMENT, 15cm FROM WOODEN GARDEN FENCE IN FRONT OF 34 WEST HEATH ROAD, 5m NORTH WEST FROM CORNER WITH SANDY ROAD / HAMPSHIRE HEATH.

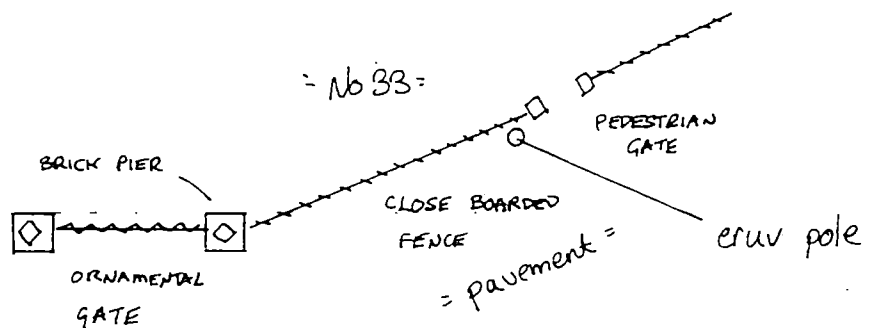


2/ SOUTH POST

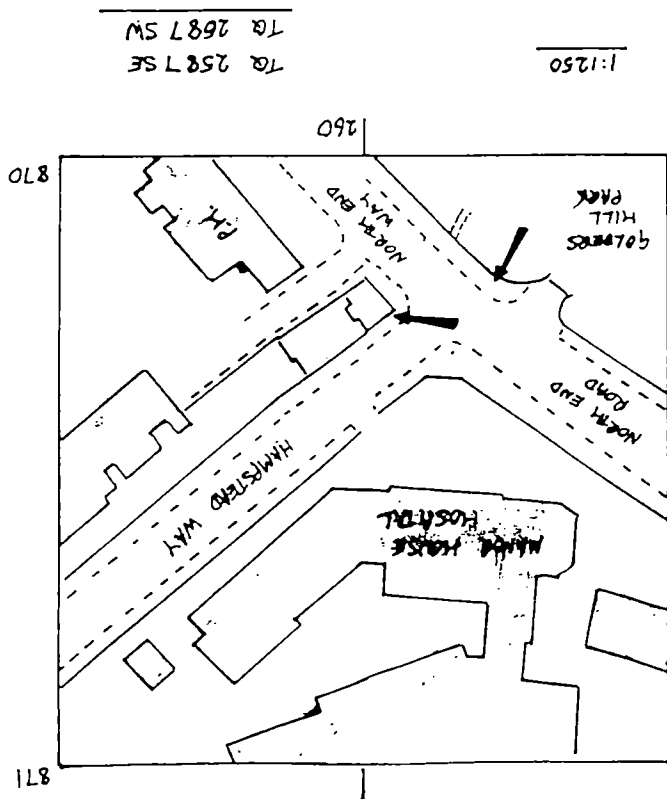
AMENDMENT: JANUARY 1993

SCHEMATIC SHOWING LOCATION OF SOUTH POLE

AT REAR OF PAVEMENT, ADJACENT TO CLOSE-BOARDED FENCE WHICH FORMS THE FRONT-GARDEN BOUNDARY TO No 33 WEST HEATH ROAD (THE LODGE) JUST SOUTH EAST OF THE PEDESTRIAN GATE.



(view south)

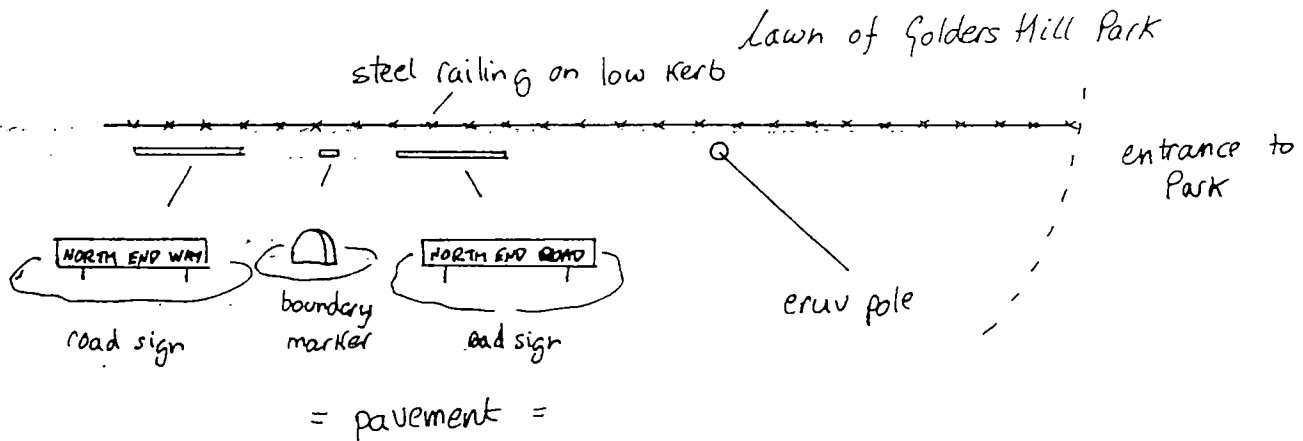


12 NORTH END WAY / ROAD NW11

AMENDMENT JANUARY 1993

SCHEMATIC SHOWING LOCATION OF SOUTH-WEST POLE

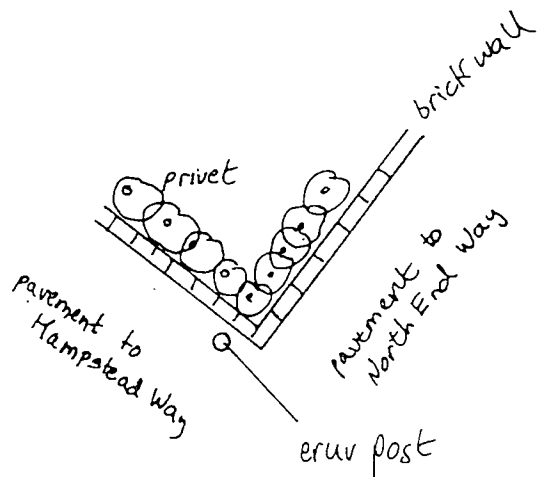
AT REAR OF PAVEMENT, 2.5 m NORTH WEST OF ROAD SIGN BEARING LEGEND "NORTH END ROAD" ADJACENT TO PARK'S PERIMETER STEEL FENCE.



(view south west)

21 NORTH EAST POLE

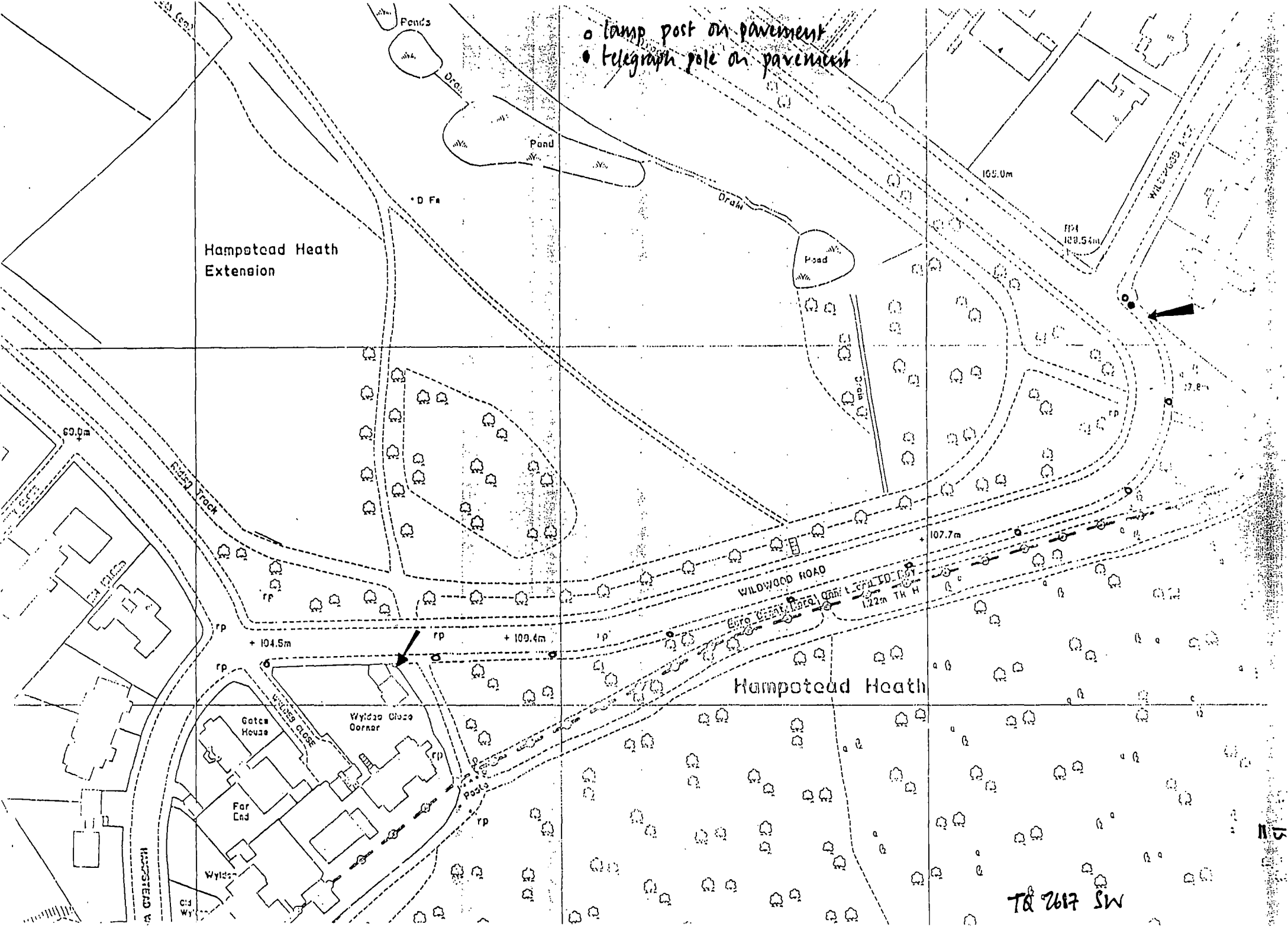
AT REAR OF PAVEMENT, c15 cm FROM BRICKWALL AND c15 cm FROM CORNER OF HAMPSHIRE WAY AND NORTH END WAY.



(view east)

- lamp post on pavement
- telegraph pole on pavement

Hampstead Heath
Extension



TQ 2617 SW

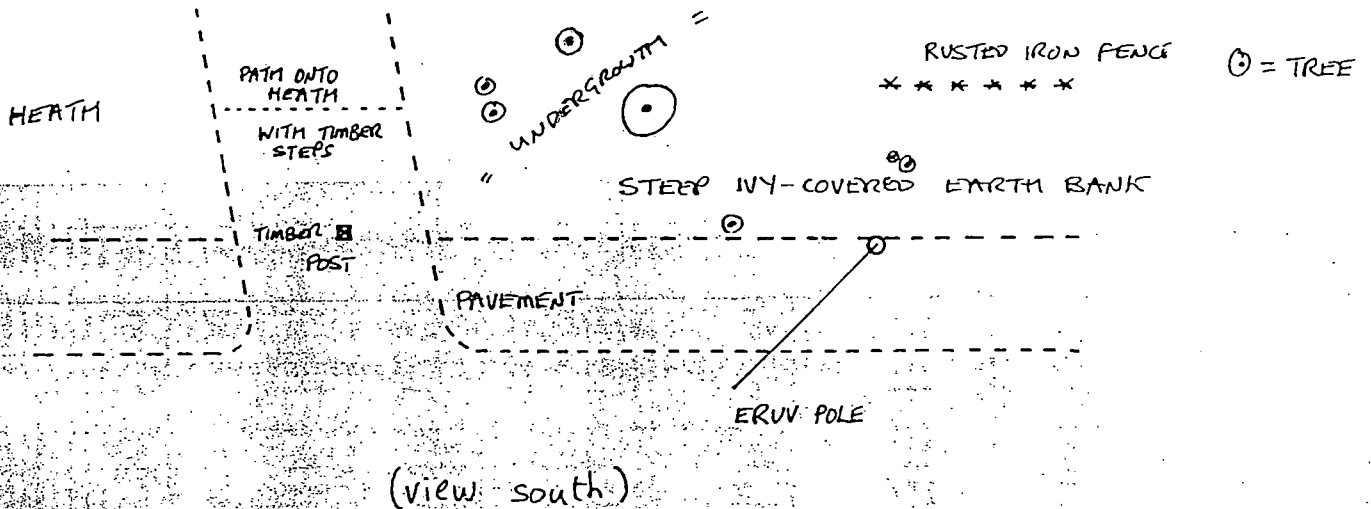
13 WILDWOOD ROAD NW11

REVISED APPLICATION MAY 1993

SCHEMATIC SHOWING LOCATION OF WEST POLE (ADJACENT WYLDER CLOSE CORNER)

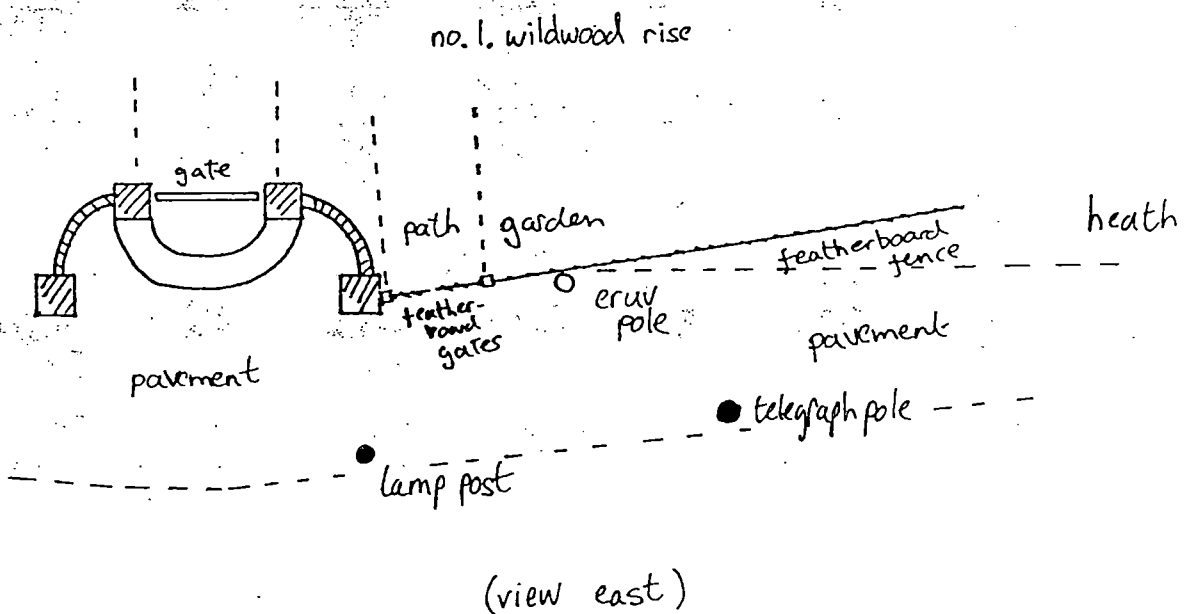
AT REAR OF PAVEMENT, APPROXIMATELY 4M WEST OF PATHWAY ONTO HEATH.

/// GARAGE

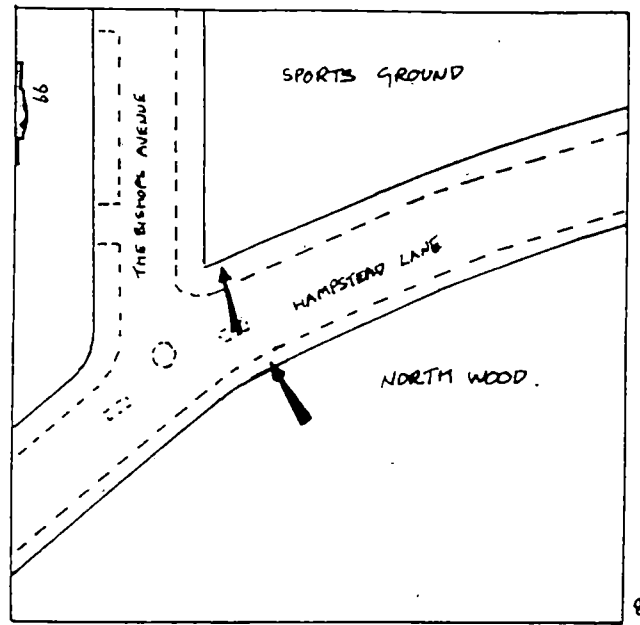


SCHEMATIC SHOWING LOCATION OF EAST POLE (ADJACENT No 1 WILDWOOD RISE)

AT REAR OF PAVEMENT ADJACENT TO FLANK FENCE OF No 1 WILDWOOD RISE, APPROXIMATELY 1m SOUTH EAST OF SWING GATES.



14



268

269

1:1250

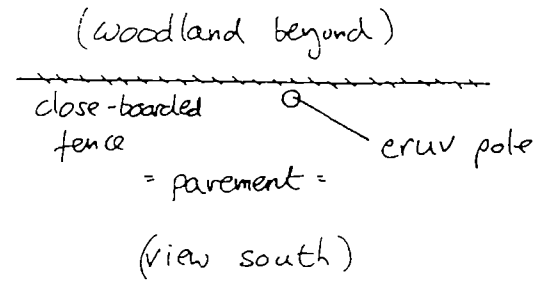
TQ 2687 NE

14: HAMPSHIRE LANE, NB

SCHEMATIC SHOWING LOCATION OF POSTS

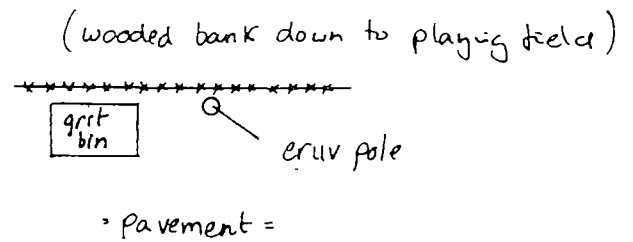
1/ SOUTH POLE

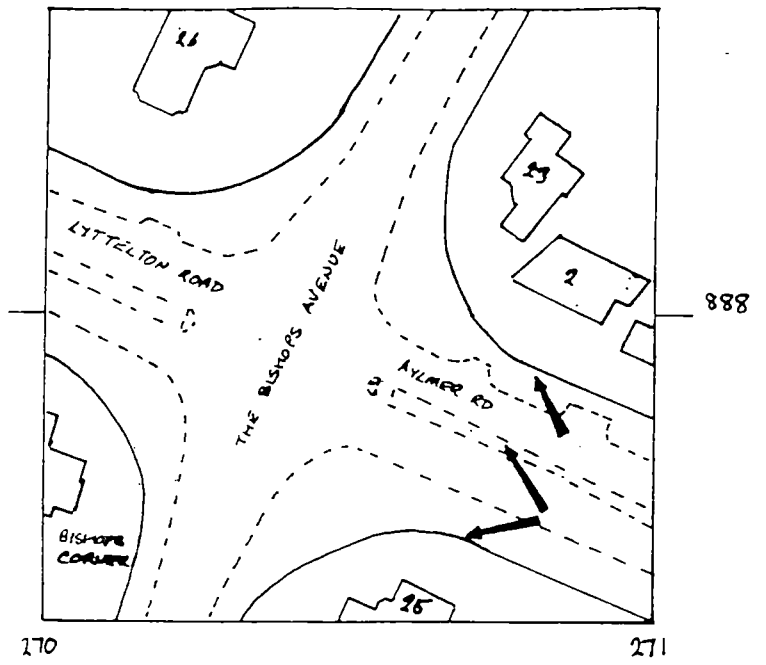
AT REAR OF PAVEMENT, 15cm FROM CLOSE
BOARDED FENCE WHICH BOUNDS "NORTH WOOD"



2/ NORTH POLE

AT REAR OF PAVEMENT, 15cm FROM
STEEL RAILINGS WHICH BOUND PLAYING
FIELDS, 0.5 m EAST OF GRIT
BIN ON PAVEMENT.





1:1250

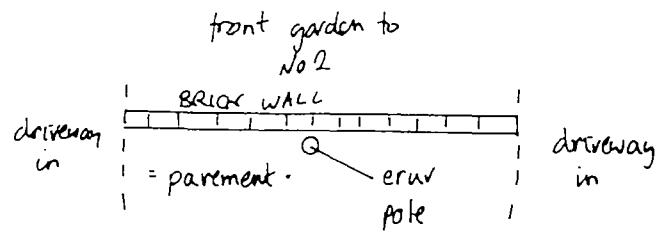
TQ 2788 NW

15: AYLMER ROAD, N2

SCHEMATIC SHOWING LOCATION OF POSTS

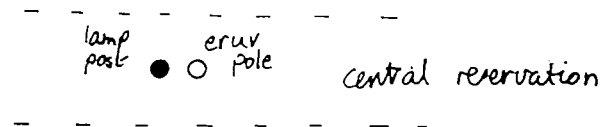
1/ NORTH POLE

AT REAR OF PAVEMENT, 15cm FROM FACE OF BRICK WALL WHICH FRONTS No 2, MIDWAY BETWEEN TWIN DRIVEWAY ENTRANCES



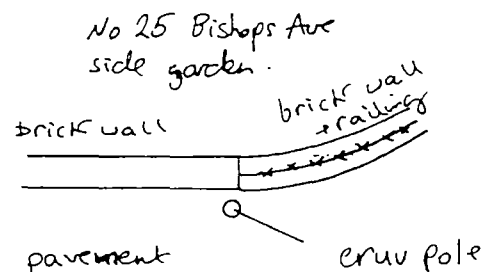
2/ CENTRAL POLE

ON CENTRAL RESERVATION, ADJACENT TO EXISTING LAMP-POST. COLINEAR WITH NORTH AND SOUTH POLE.

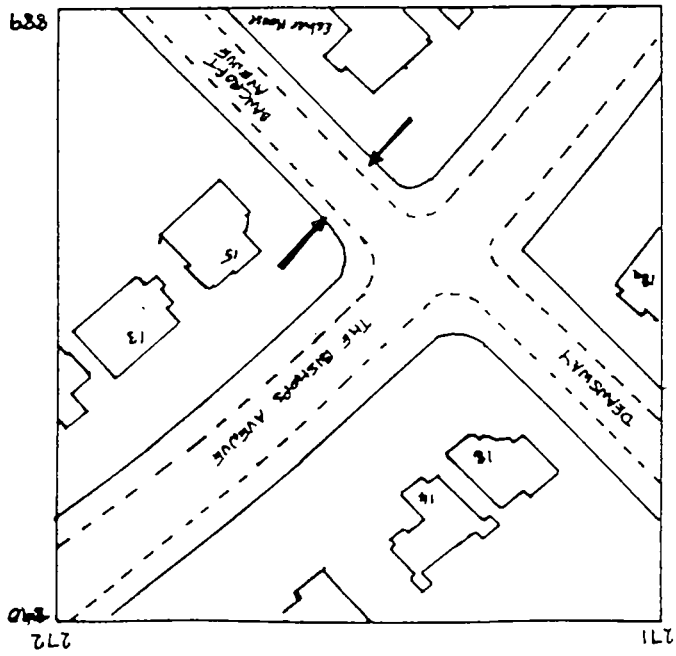


3/ SOUTH POLE

AT REAR OF PAVEMENT, 15cm FROM BRICK WALL WHICH FRONTS No 25 BISHOPS AVENUE.



n.b. for 15/1 and 15/3 there is a grass verge between the pavement and the carriageway.



TO 278 NW

1:1250

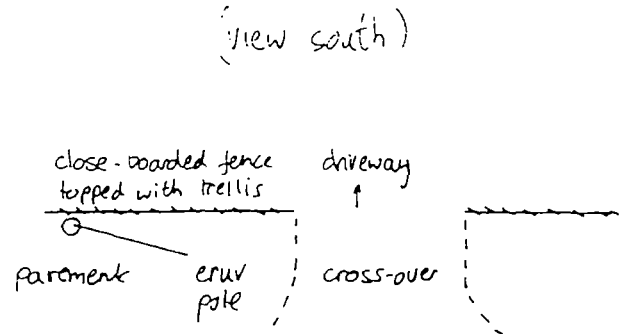
16

16: BANCROFT AVENUE, N2

SCHEMATIC SHOWING POSITION OF POSTS

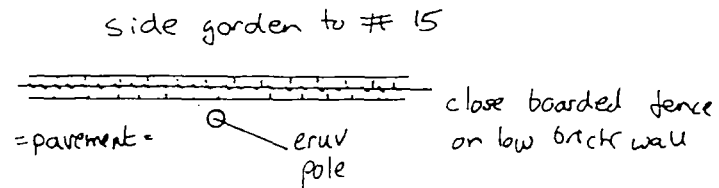
1/ SOUTH POST

AT REAR OF PAVEMENT, c. 15cm from
CLOSE BOARDED FENCE WHICH BOUNDS
"ESHER HOUSE", 4m SOUTH EAST
OF CROSS-OVER.

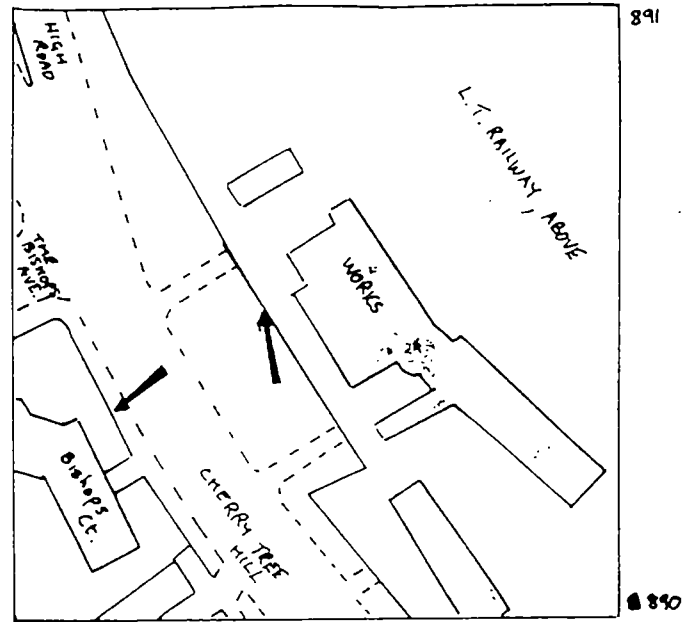
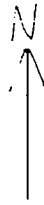


2/ NORTH POST

AT REAR OF PAVEMENT, c. 15cm from
LOW BRICK WALL AND CLOSE-BOARDED
FENCE WHICH BOUNDS 15 BISHOPS AVENUE
PERPENDICULARLY OPPOSITE SOUTH POST.



(view north)



273

274

1:1250

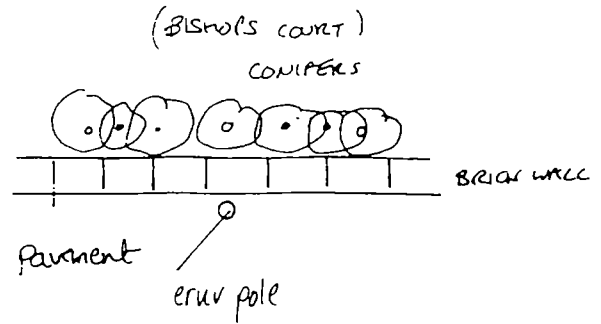
TQ 2789 SW

17: CHERRY TREE HILL, N 2

SCHEMATIC SHOWING LOCATION OF POSTS

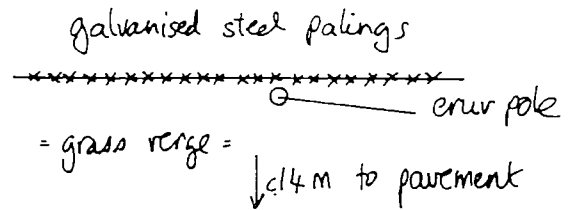
1) WEST POLE

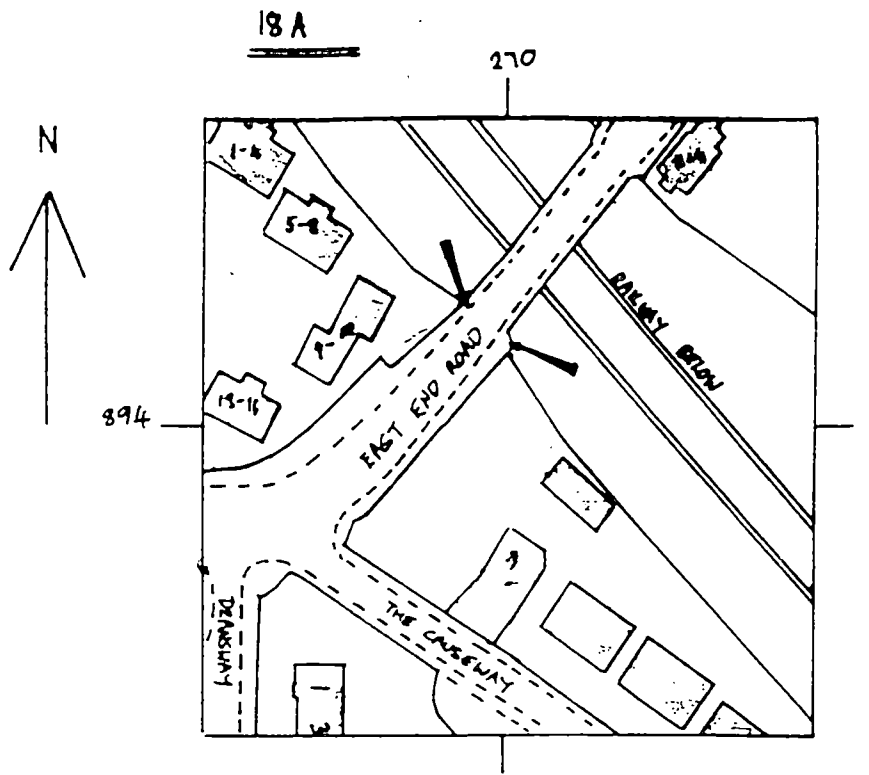
AT REAR OF PAVEMENT, 15 cm FROM
BRICK WALL WHICH FRONTS BISHOPS
COURT, APPROX 15 m EAST OF
CORNER WITH BISHOPS AVENUE.



2) EAST POLE

ADJACENT TO GALVANISED STEEL
PALINGS, AT REAR OF WIDE GRASS
VERGE; IN FRONT OF INDUSTRIAL
BUILDINGS





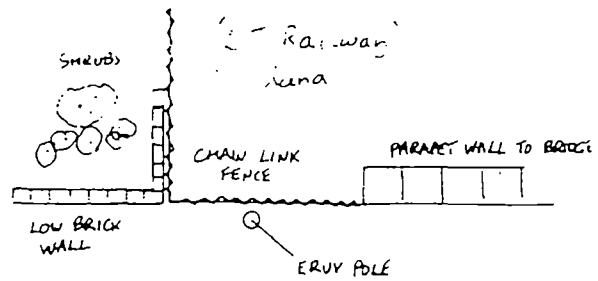
1:1250

TQ 2689 SE
TQ 2789 SW

SCHEMATIC SHOWING LOCATION OF POLE

1/ WEST POLE

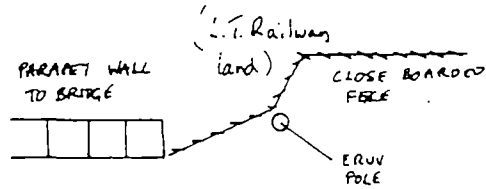
AT REAR OF PAVEMENT, 15cm FROM CHAIN LINK FENCE WHICH JOINS THE BRICK PARAPET OF THE BRIDGE TO THE LOW BRICK WALL SURROUNDING SHRUBS. 1 m SOUTHWEST OF THE PARAPET WALL



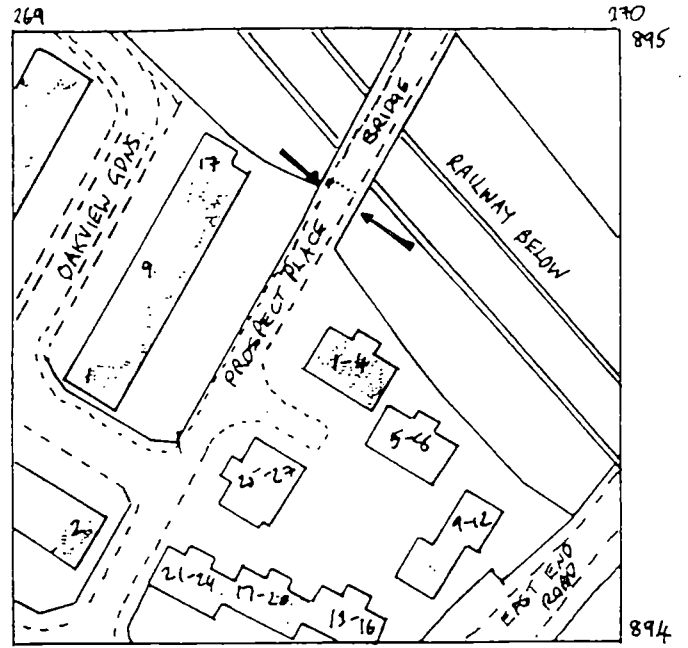
(Looking West)

2/ EAST POLE

AT REAR OF PAVEMENT, 15 cm FROM CLOSE BOARDED FENCE WHERE IT CHANGES DIRECTION, APPROX 1.5m SOUTH EAST OF PARAPET WALL



(Looking East)



1:1250

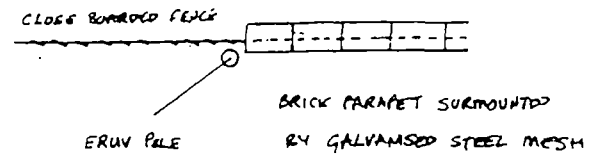
TQ 2689 SE

188: PROSPECT PLACE, N2

SCHEMATIC SHOWING LOCATION OF POLES

1/ WEST POLE

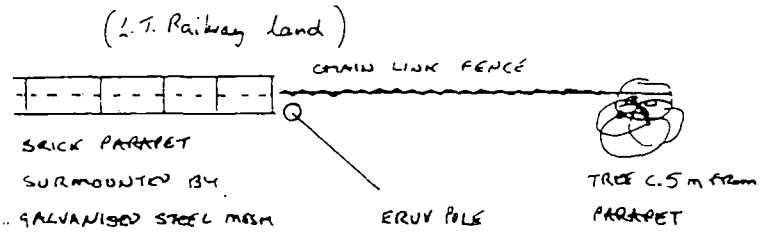
15cm SOUTH OF BRICK PARAPET WALL OF BRIDGE, IN FRONT OF CLOSE-BOARDED WOODEN FENCE WHICH IS THE ROAR PERIMETER OF 1-17 OAKVIEW GARDENS. THE POLE IS SET AT THE ROAR OF THE GRASS VERGE BEYOND THE PAVEMENT / FOOTPATH



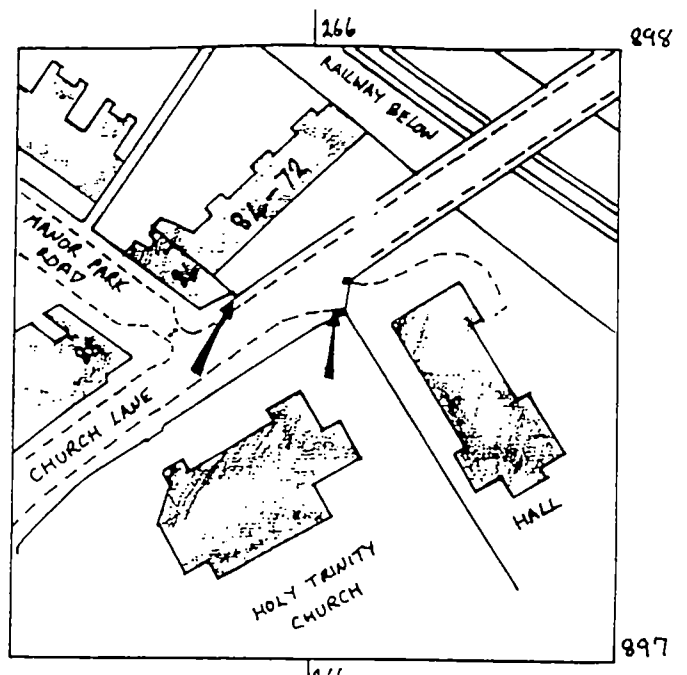
(Looking West)

2/ EAST POLE

15cm SOUTH OF BRICK PARAPET WALL OF BRIDGE, IN FRONT OF CHAIN LINK FENCE WHICH IS THE PERIMETER OF THE L.T. RAILWAY LAND. THE POLE IS SET AT THE ROAR OF THE GRASS VERGE BEYOND THE PAVEMENT / FOOTPATH



(Looking East)



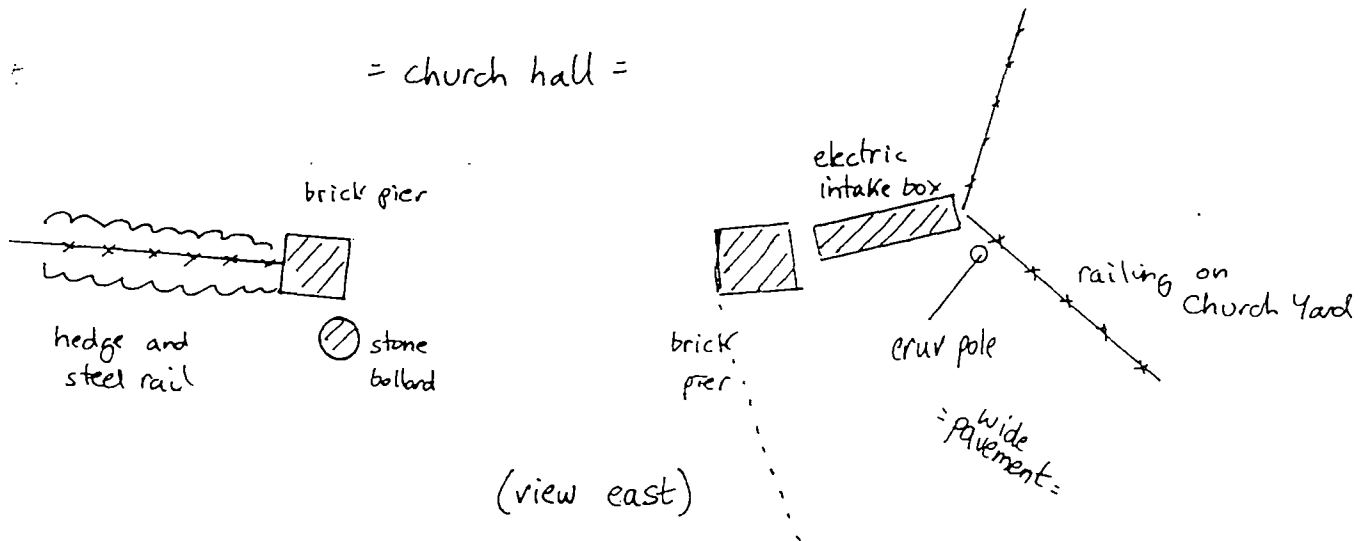
1:1250

TO 268 NE

19 : CHURCH LANE N2

AMENDMENT : JANUARY 1993

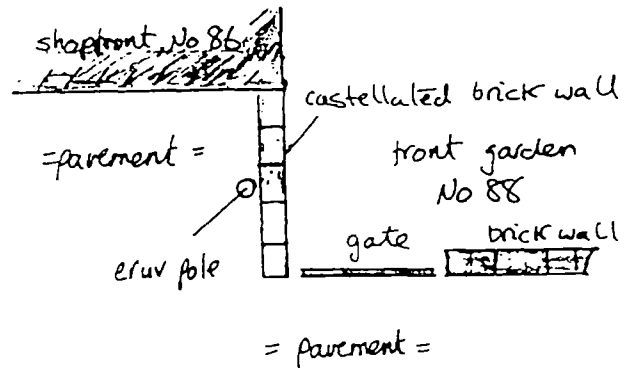
SCHEMATIC SHOWING LOCATION OF NORTHEAST POLE

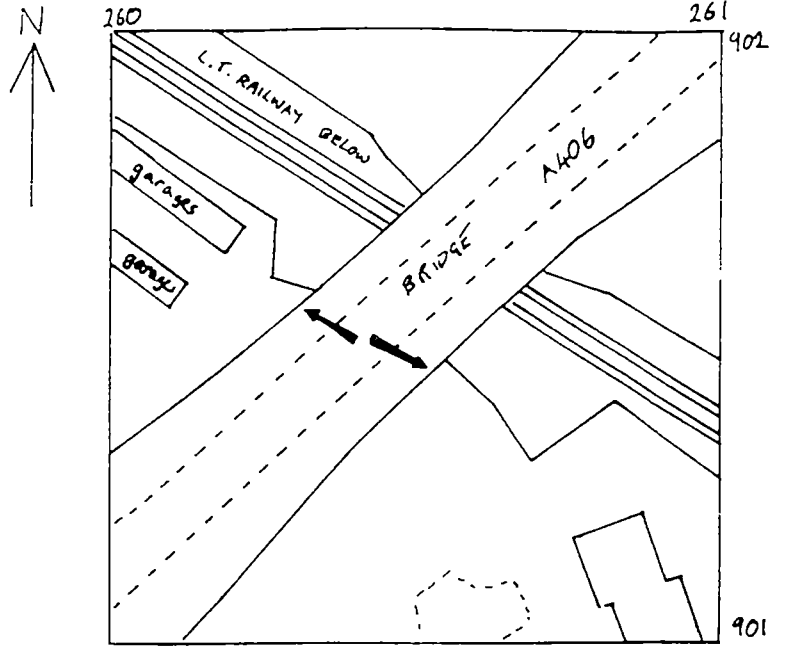


TO THE SOUTH OF THE SOUTH BRICK PIER
OF THE ENTRANCEWAY TO THE CHURCH HALL
ADJACENT TO THE ELECTRICAL WARE BOX
AND CHURCH YARD RAILING.

2 / SOUTH WEST POLE

adjacent to low, castellated
brick wall to the south west
of the front garden of No 86,
15m from wall and 1m from
front corner by gate.





1:1250

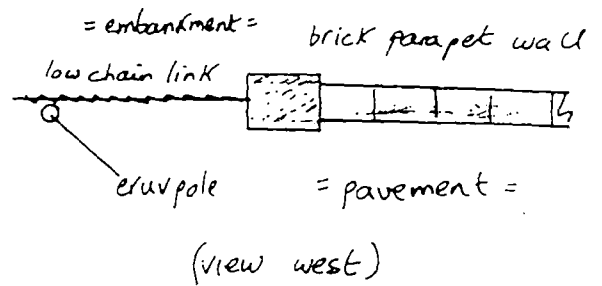
TQ 2690 SW

20: NORTH CIRCULAR ROAD, N2

SCHEMATIC SHOWING LOCATION OF POSTS.

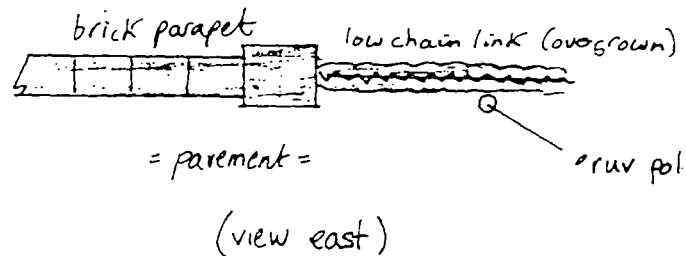
1/ WEST POLE

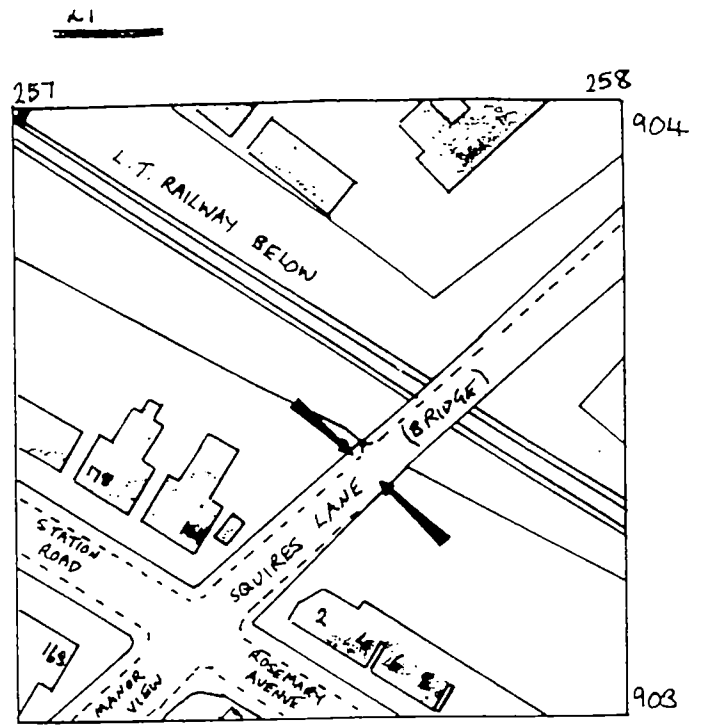
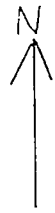
3m FROM PARAPET WALL OF BRIDGE OVER
UNDERGROUND RAILWAY LINE, DIRECTLY
ADJACENT TO CHAIN LINK FENCE AT
VERY REAR OF PAVEMENT



2/ EAST POLE

3m SOUTH OF PARAPET WALL OF BRIDGE
DIRECTLY ADJACENT TO CHAIN LINK FENCE
(OVERGROWN WITH IVY ETC) AT VERY
REAR OF PAVEMENT.





1:1250

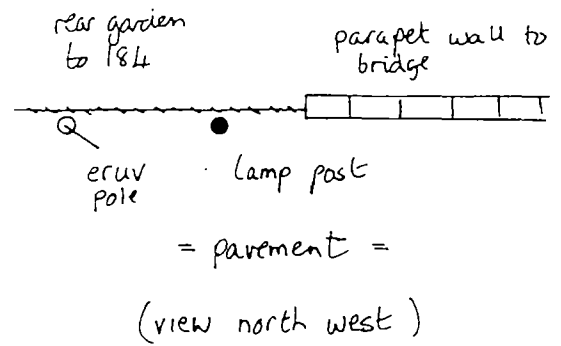
TO 2590 SE

21: SQUIRES LANE, N3

SCHEMATIC SHOWING LOCATION OF POSTS

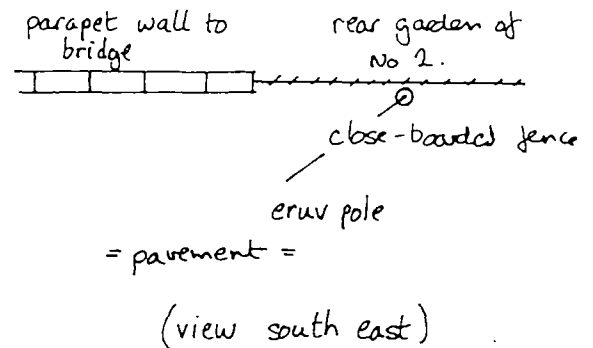
1/ NORTH WEST POLE

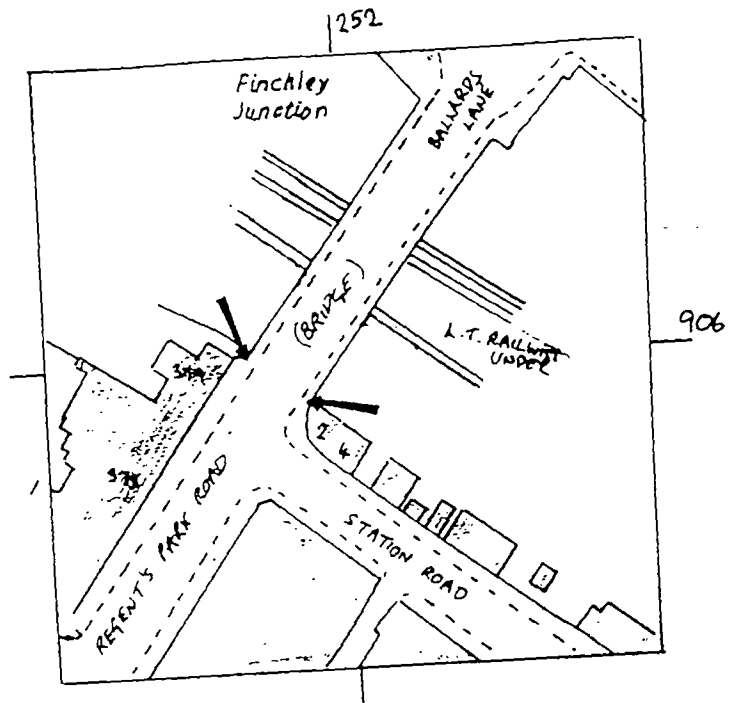
AT REAR OF PAVEMENT, 2m SOUTH WEST OF BRIDGE PARAPET, 15cm FROM CLOSE BOARDED FENCE WHICH BOUNDS THE BACK GARDEN OF 184 STATION ROAD



2/ SOUTH EAST POLE

AT REAR OF PAVEMENT, PERPENDICULARLY OPPOSITE N.W. POLE, 15cm FROM CLOSE-BOARDED FENCE WHICH BOUNDS THE REAR GARDEN TO 2, ROSEMARY AVENUE





1:1250

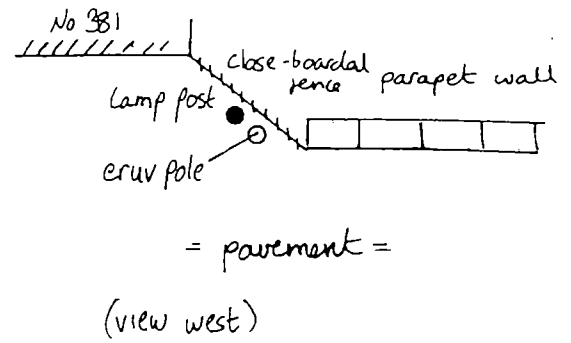
TQ 2590 NW

22: REGENTS PARK ROAD N3

SCHEMATIC SHOWING LOCATION OF POSTS

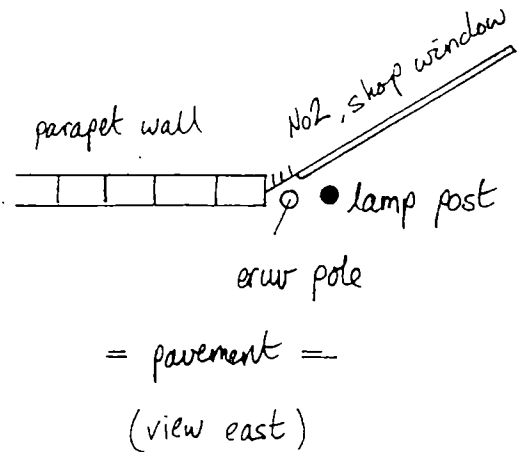
1/ WEST POLE

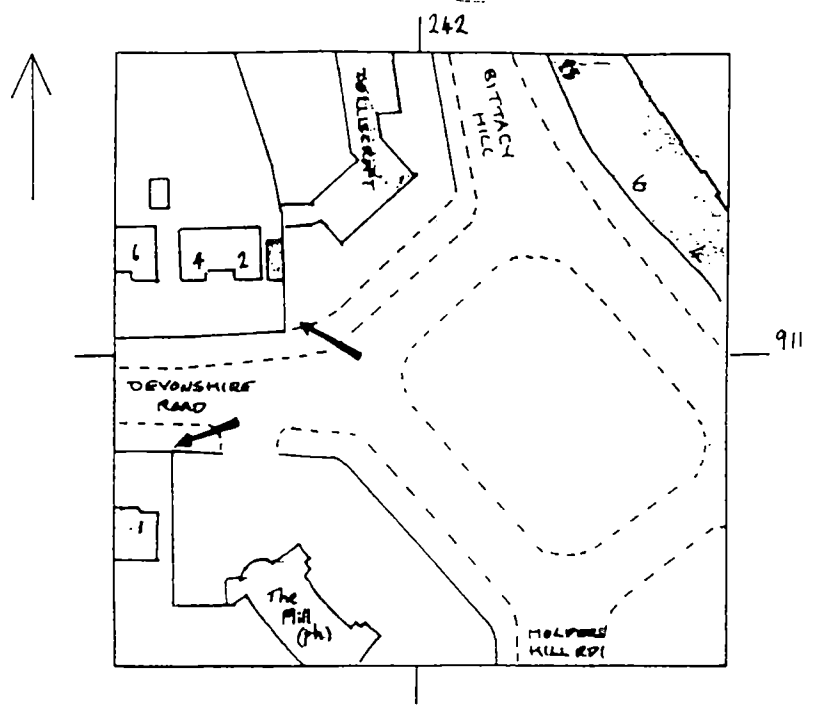
ADJACENT TO CLOSE BOARDED FENCE
WHERE IT TURNS IN FROM THE PARAPET WALL
PARALLEL TO THE PAVEMENT, AND
ADJOINS THE SHOP FRONT OF
381 REGENTS PARK ROAD.
NEXT TO THE LAMPPOST



2/ EAST POLE

ADJACENT TO THE END OF THE
PARAPET WALL IN THE EXTREME
LEFT HAND CORNER OF THE SHOP
FRONT, 2 STATION ROAD, JUST NORTH
OF THE LAMPPOST.





1:1250

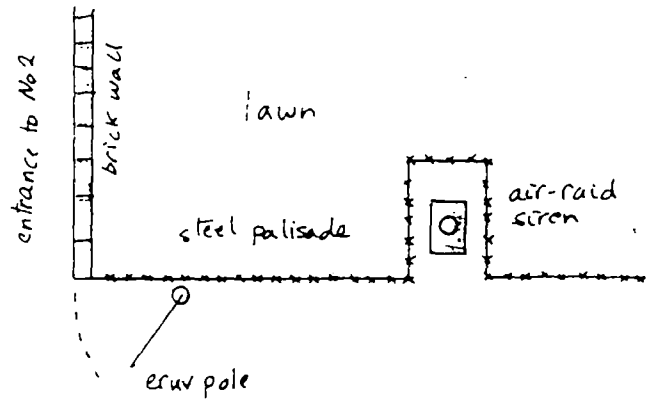
TQ 2491 SW

23: DEVONSHIRE ROAD NW7

SCHEMATIC SHOWING LOCATION OF POLES

1/ NORTH POLE

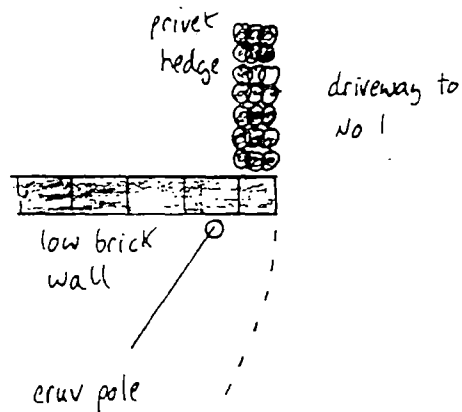
AT REAR OF PAVEMENT, c. 1m
EAST OF BRICK WALL ON FLANK
OF DRIVE INTO NO. 2, ADJACENT
TO STEEL RAILING WHICH BOUNDS
THE LAWN TO "DOLLISCROFT"



(looking North)

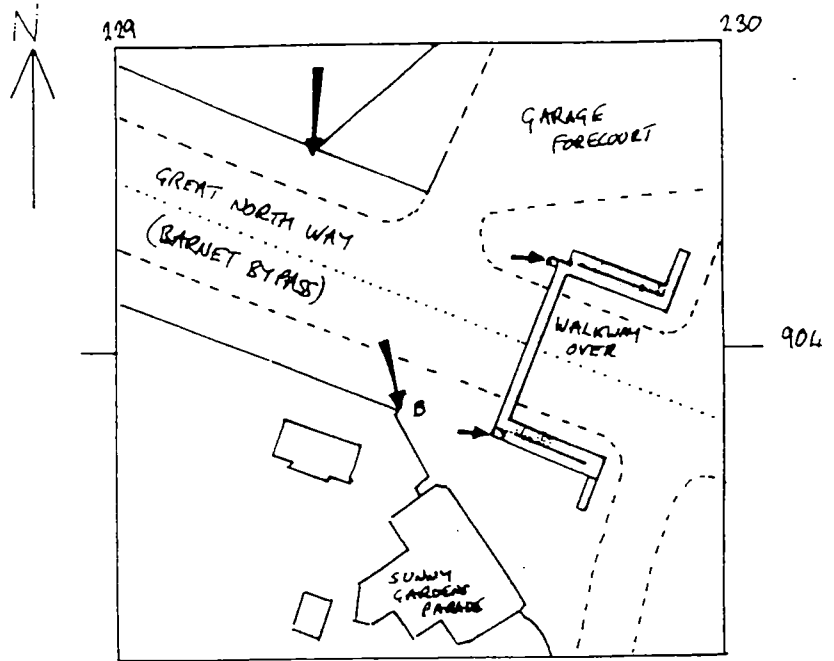
2/ SOUTH POLE

AT REAR OF PAVEMENT, c. 0.5m
TO THE EAST OF THE END OF
THE PRIVET FENCE WHERE
IT ABUTS THE LOW BRICK
WALL WHICH IS THE BOUNDARY
OF THE PUBLIC HOUSE.



(looking South)

24 A, 24B



1:1250

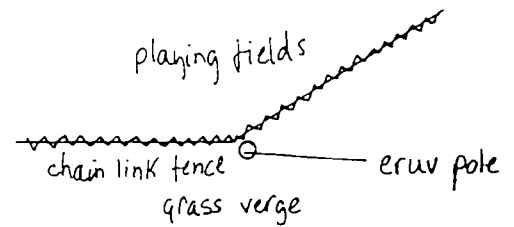
TQ 2240 SE

24 A: GREAT NORTH WAY (north) NW4

SCHEMATIC SHOWING LOCATION OF POSTS

1/ NORTH WEST POST

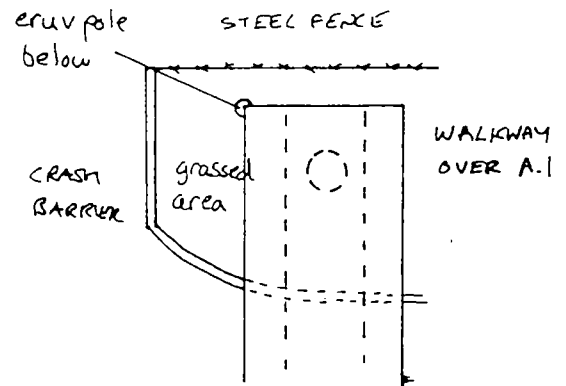
AT REAR OF GRASS VERGE TO WEST OF ENTRANCE TO GARAGE, AT THE CORNER OF THE IVY CLAD CHAIN LINK FENCE WHICH ENCLOSES COTTAGE PLAYING FIELDS



(view north)

2/ SOUTH EAST POST

ERUV WIRE ATTACHED TO WALKWAY, DIRECTLY ABOVE GRASSED VERGE, WITH POST ERECTED BELOW. THE POST IS WITHIN THE GRASS VERGE ENCLOSED BY STEEL FENCE AND CRASH BARRIER (EXISTING)

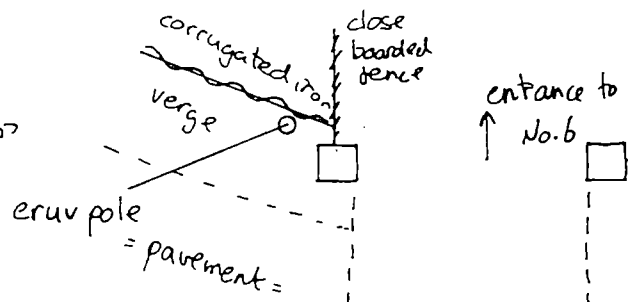


(view east)

24 B: GREAT NORTH WAY (south) NW4

1/ WEST POST

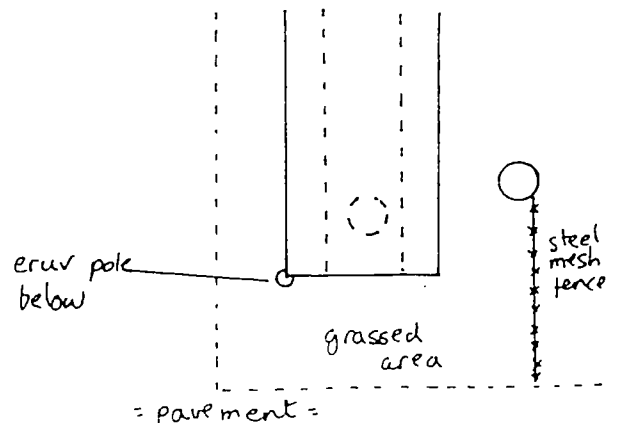
AT REAR OF PAVEMENT, TO THE EAST OF THE ENTRANCE TO NO 6 "WHITE LODGE", SET WITHIN THE GRASS VERGE ADJACENT TO THE CORRUGATED STEEL WALL



(view south)

2/ EAST POST

ERUV WIRE ATTACHED TO WALKWAY, DIRECTLY ABOVE GRASSED VERGE, WITH POST ERECTED BELOW. THE POST IS SET INTO THE GRASSED AREA, EAST OF THE SUPPORT POST (STEEL TUBE).



(view east)

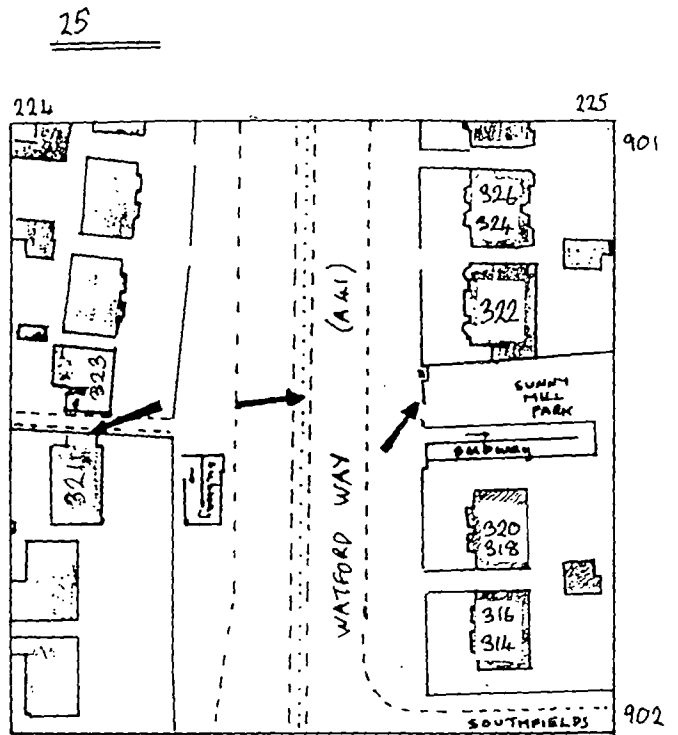
25

WATFORD WAY NW4

AMENDMENT 17/2/93

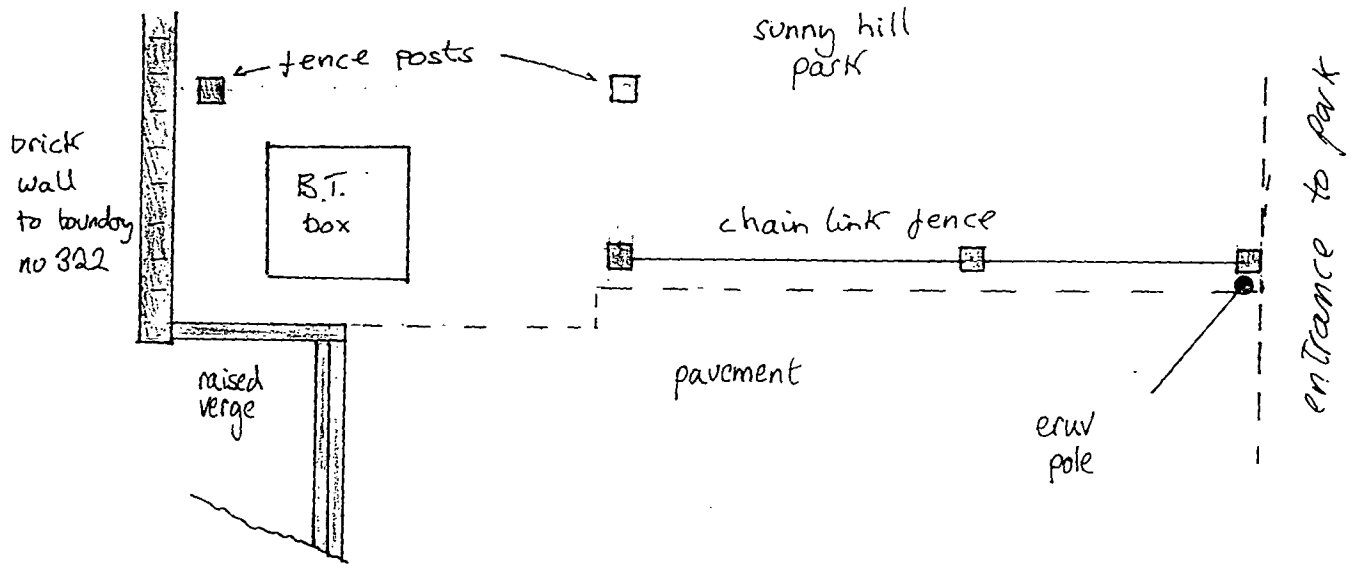
EAST POLE MOVED c.13m
SOUTH WEST TO NORTH (LEFTHAND)
SIDE OF ENTRANCE TO SUNNY HILL
2K

- reason
- 1/ TO AVOID ERECTION OF AN ERUV POLE IN RECREATIONAL LAND
 - 2/ TO MAXIMISE DISTANCE OF POLE FROM No. 322 WATFORD WAY



1:1250

TQ 2590 SW



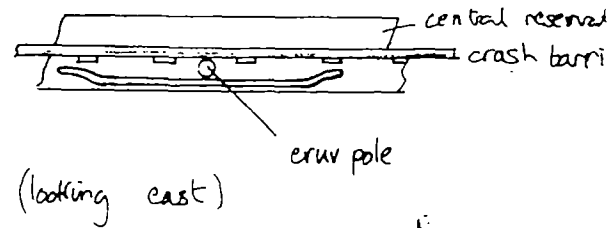
SCHEMATIC OF EAST POLE LOCATION

Scale is 50:1

1m

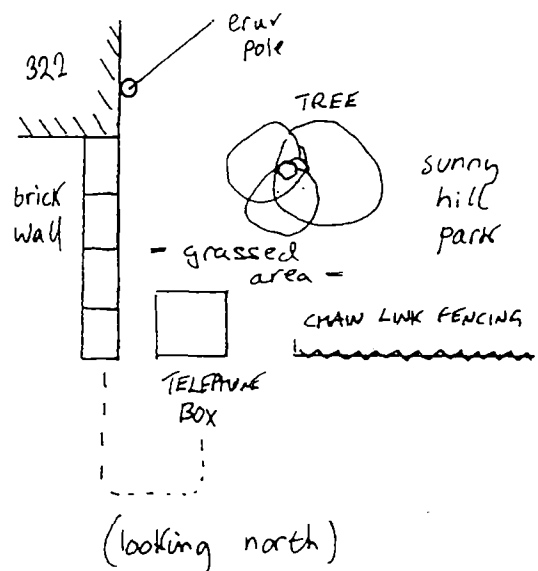
2/ CENTRAL POLE

ON CENTRAL RESERVATION WHICH
COMPRISES A DT₁ TRUNK-ROAD
BARRIER SURMOUNTED WITH MESH
FENCE AND A MESH GUARD RAIL.
THE POLE WOULD BE ENCLOSED IN
ADDITIONAL BARRIERS TO DT₁ STANDARD

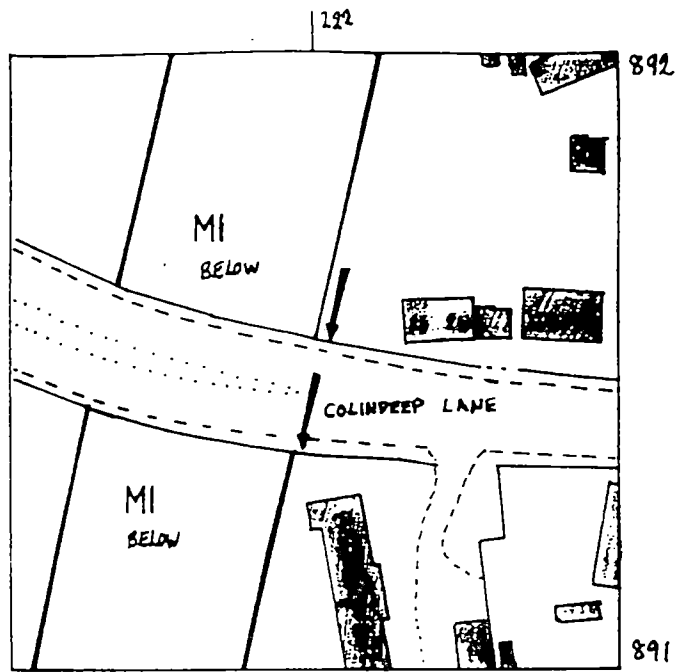


(3) EAST POLE

BY THE SOUTH FLANK WALL OF THE
SINGLE-STORY EXTENSION TO NO 322
WATFORD WAY, APPROX 1m BEYOND THE
END OF THE BRICK WALL WHICH BOUNDS
SUNNY HILL PARK



26



1:1250

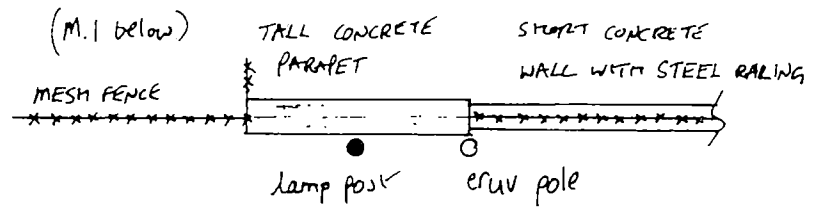
TQ 2289 SW

26: COLINDEEP LANE, NW4

SCHEMATIC SHOWING LOCATION OF POSTS

1/ NORTH POLE

AT REAR OF PAVEMENT, 15cm FROM CONCRETE PARAPET WALL, AT THE POINT WHERE THE LEVEL OF THE WALL REDUCES AND A STEEL RAILING TOPS THE CONCRETE

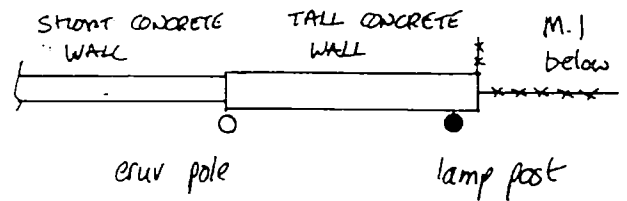


= pavement =

(view north)

2/ SOUTH POLE

AT REAR OF PAVEMENT, 15cm FROM CONCRETE PARAPET WALL, AT THE POINT WHERE THE LEVEL OF THE WALL REDUCES.



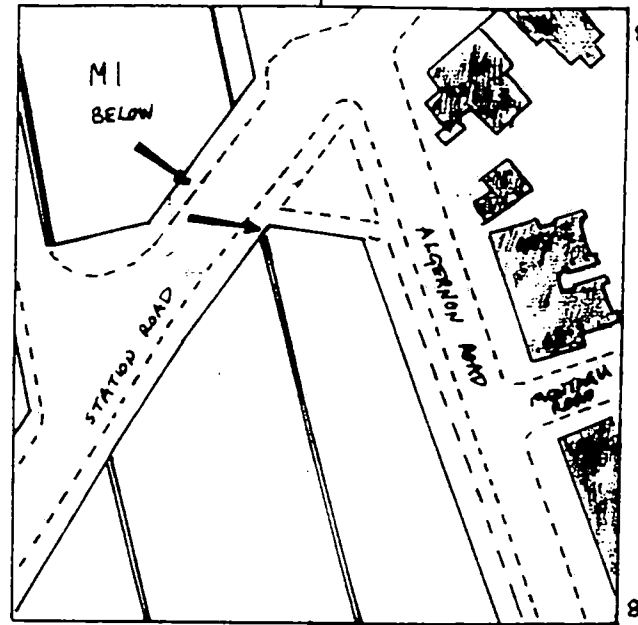
= pavement =

(view south)

27



222



883

882

1:1250

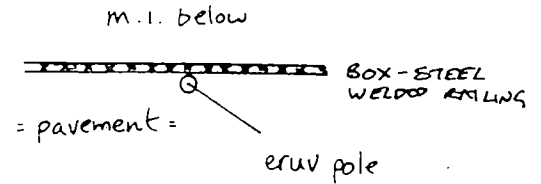
TR 2288 SW

27: STATION ROAD, NW4

SCHEMATIC SHOWING LOCATION OF POSTS

1/ WEST POLE

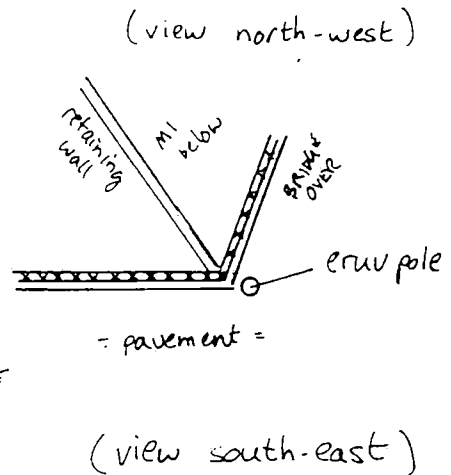
ON THE REAR OF THE PAVEMENT ON THE BRIDGE OVER THE M.I. PERPENDICULARLY OPPOSITE THE OBTUSE-ANGLED CORNER OF THE STEEL RAILINGS AS THEY TURN FROM STATION ROAD INTO ALGERNON ROAD.

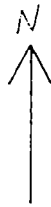


2/ EAST POLE,

ON THE REAR OF THE PAVEMENT ON THE BRIDGE OVER THE M.I. DIRECTLY OVER THE M.I.'S RETAINING WALL BELOW, COINCIDING WITH THE OBTUSE-ANGLED CORNER (AS ABOVE)

BOX-STEEL WELDED RAILING
ON LOW CONCRETE PLINTH

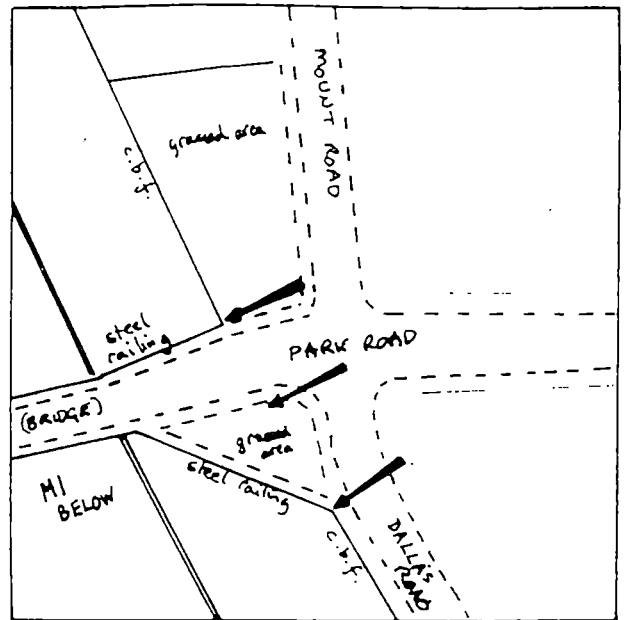




123

224

880



879

1:1250

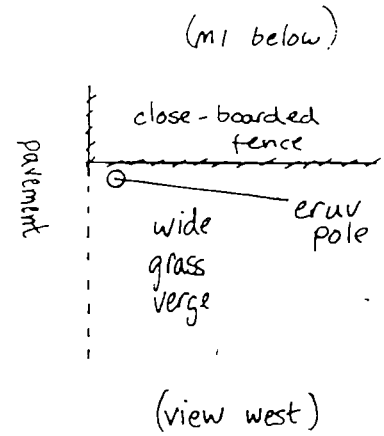
TQ 2287 NW

28: PARK ROAD, NW4

SCHEMATIC SHOWING LOCATION OF POSTS

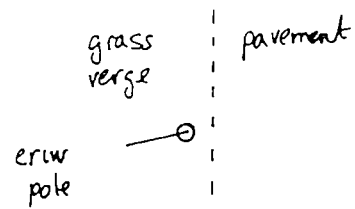
1/ NORTH POST

ON GRASS VERGE, DIRECTLY ADJACENT TO CLOSE-BOARDED FENCE PARALLEL TO MOTORWAY AT CORNER WITH PARK ROAD



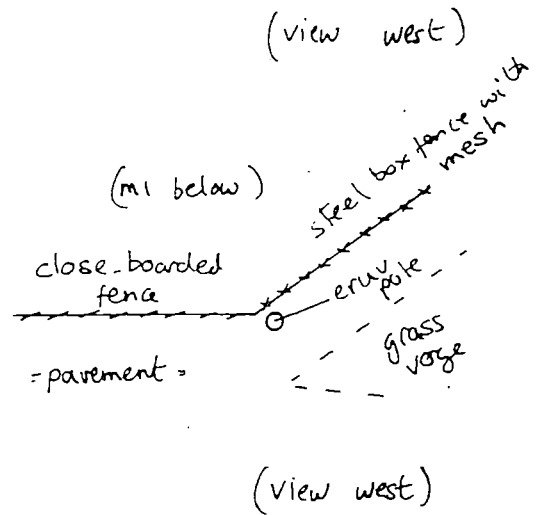
2/ CENTRAL POST

ON GRASS VERGE (TRIANGULAR) ON SOUTH WEST CORNER OF PARK ROAD / DALLAS ROAD JUNCTION. COLINEAR WITH NORTH AND SOUTH POLES.

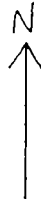


3/ SOUTH POST

AT REAR OF PAVEMENT, AT JUNCTION OF CLOSE BOARDED FENCE AND STEEL RAILING BACKING ON TO MOTORWAY EMBANKMENT.



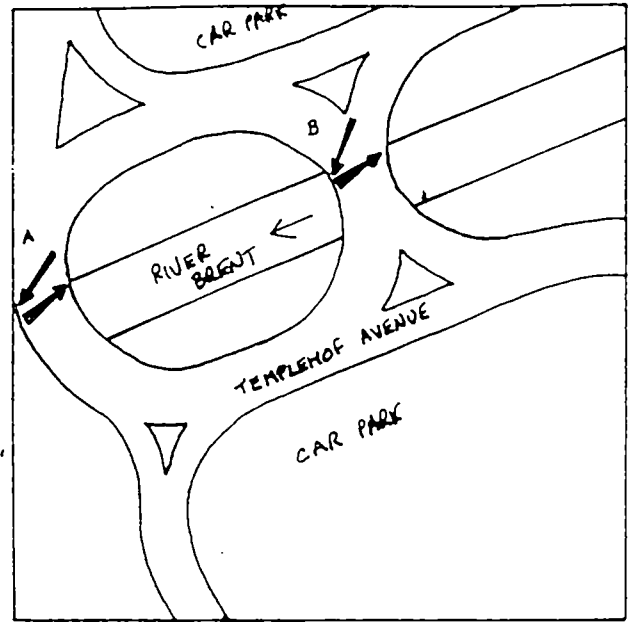
29A, 29B



230

281

880



879

1:1250

TQ 2389 NW

29A: TEMPLEHOFF AVENUE, NW4 & 29B: TEMPLEHOFF AVENUE, NW4

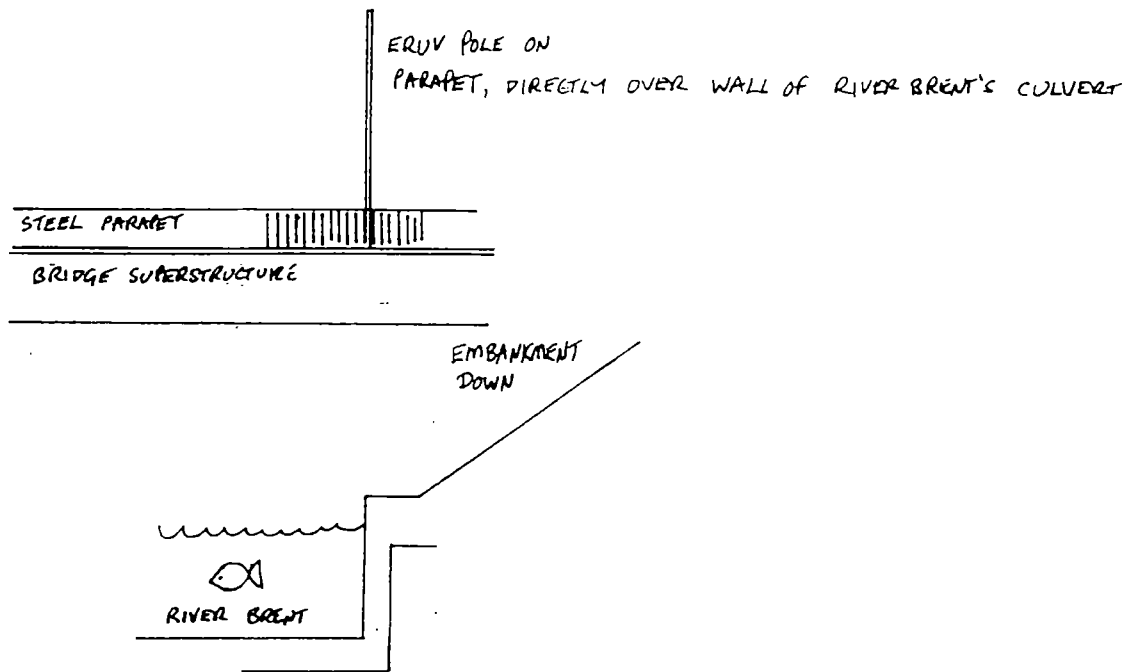
SCHEMATIC SHOWING LOCATION OF POSTS

ALL FOUR POSTS

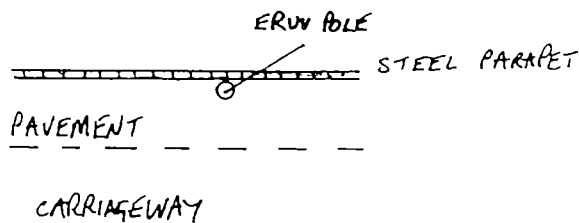
THE POSTS ARE SITUATED AT THE VERY BACK OF THE PAVEMENTS OF THESE TWO BRIDGES OVER THE RIVER BRENT.

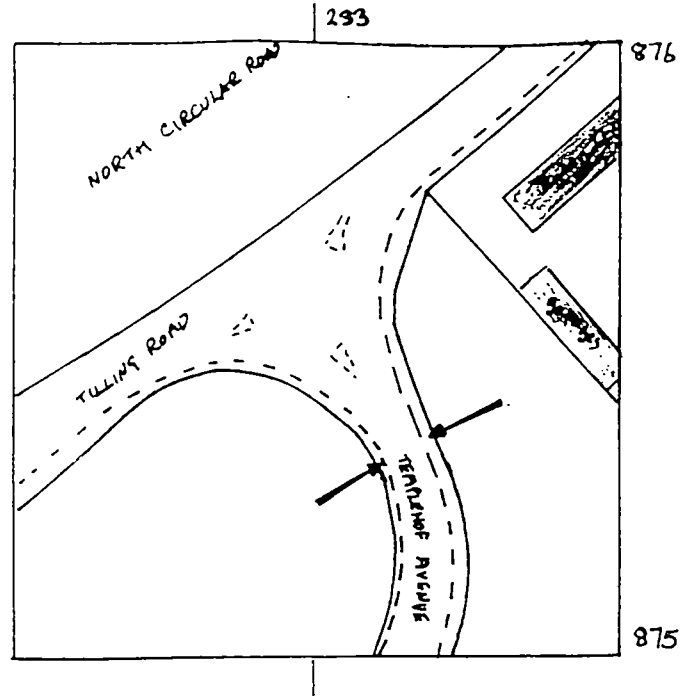
THEIR LOCATIONS ARE DEFINED EXACTLY BY BEING DEAD-PLUMB OVER THE NORTH BANK OF THE RIVER BRENT WHICH RUNS IN A CONCRETE CULVERT.

A SECTION WILL THEREFORE APPEAR TRIVIS:



IN PLAN





1:1250

TQ 2587 NW

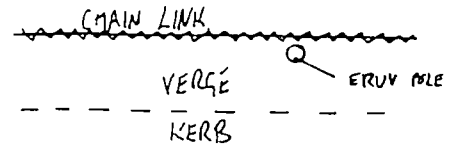
30: TEMPLEHOF AVENUE, NW4

SCHEMATIC SHOWING POSITION OF POST

1, WEST POST

AT THE REAR OF THE VERGE WHICH IS BEYOND THE KERBSIDE - THERE IS NO PAVEMENT FOR PEDESTRIANS. DIRECTLY IN FRONT OF CHAIN LINK FENCE

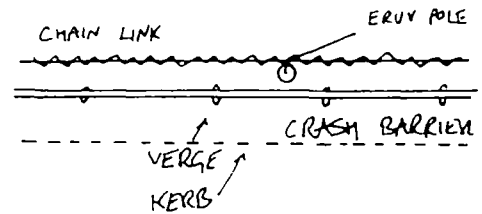
= SCRUB LINE =



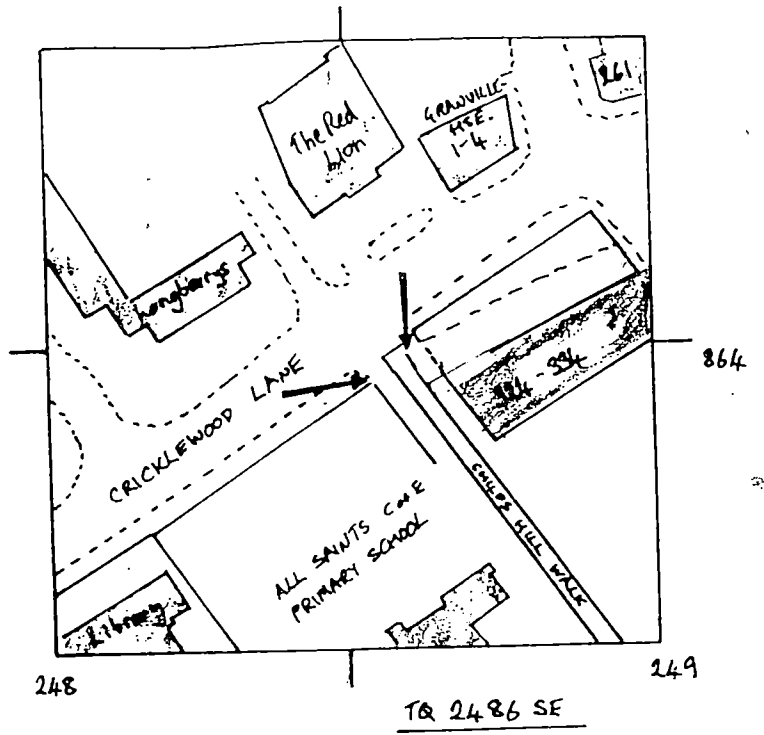
(view west)

AS PER WEST - THE VERGE HERE, ON THE OUTER CIRCLE ALSO COMPRISES A VEHICLE CRASH BARRIER

BOTH POSTS WHICH ARE DIRECTLY OPPOSITE ONE ANOTHER ARE 28m FROM TILTING ROAD.



(view east)

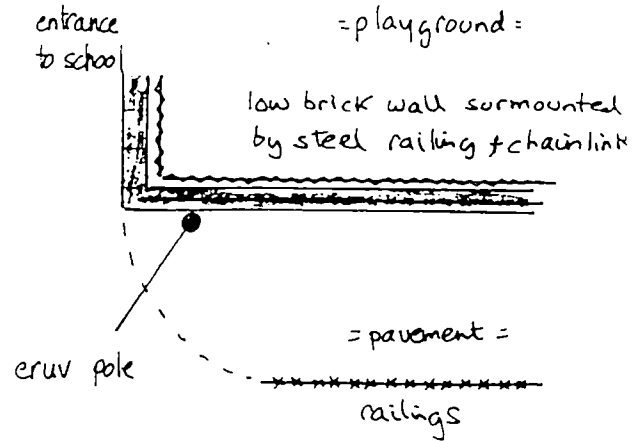


32: CHILDS HILL WALK., NW2

SCHEMATIC SHOWING LOCATION OF POSTS.

1/ WEST POLE

adjacent to exterior perimeter fence of school, at very rear of pavement 0.5m south west of corner of driveway into school.

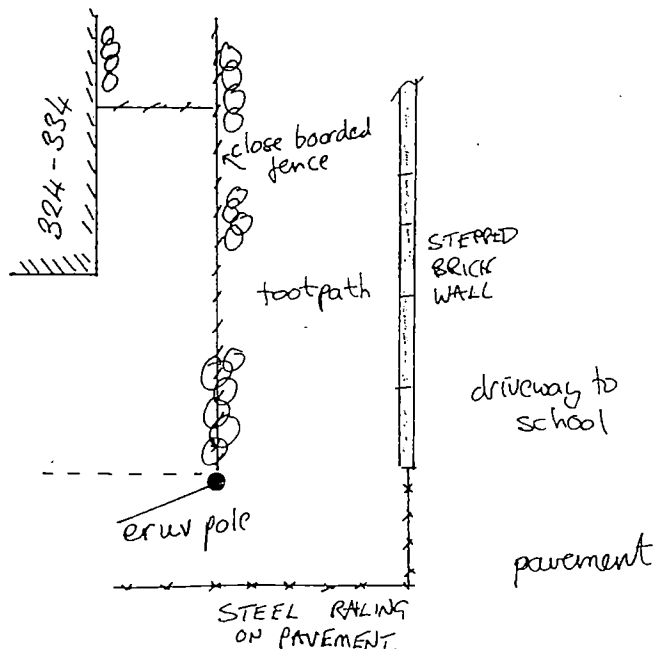


32, CHILDS HILL WALK NW2

AMENDMENT JANUARY 1993

EAST POLE MOVED NORTHWARDS TO BOUNDARY OF PAVEMENT
SO THAT THE WIRE RUNS PARALLEL TO THE PAVEMENT AND
AVOIDS OVER-RUNNING THE ENTRANCE TO ALL SAINTS C of E SCHOOL.

TO AVOID PROBLEMS WITH TALL DELIVERY
VEHICLES ENTERING ALL SAINTS SCHOOL
BOTH POSTS SHOULD BE MEDIUM TYPE

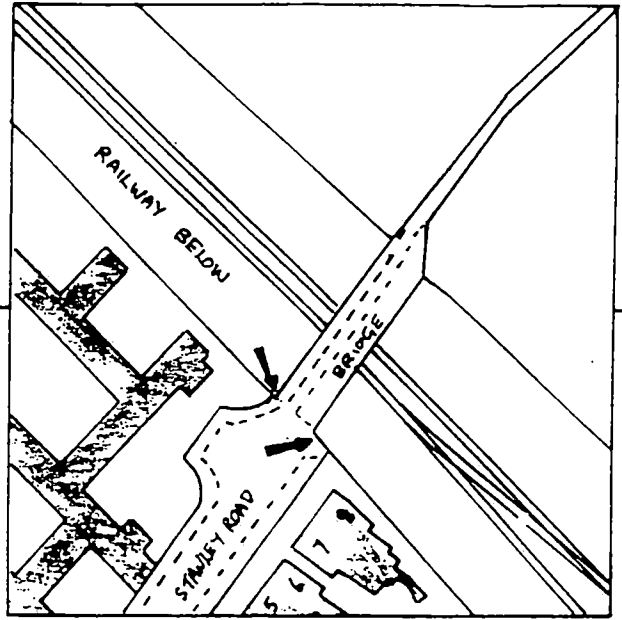


33



268

269



896

1:1250

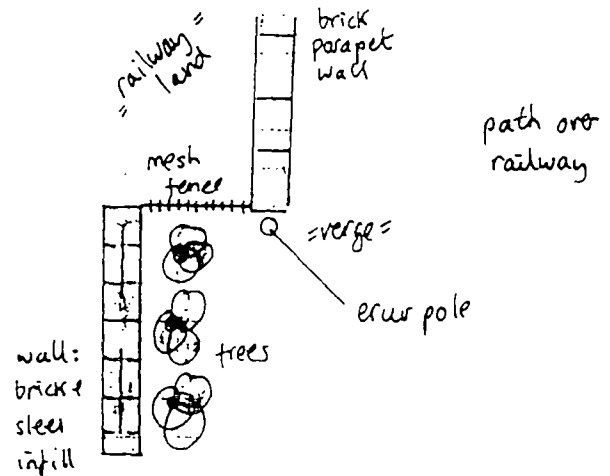
TQ 2689 NE

33: STANLEY ROAD, N2

SCHEMATIC SHOWING LOCATION OF POLES

1/ NORTH-WEST POLE

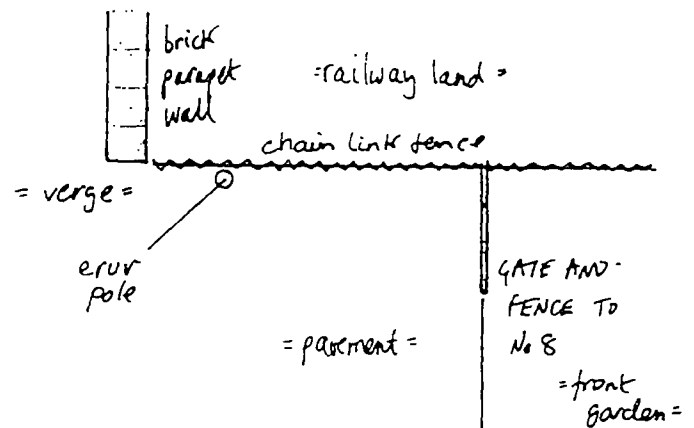
ADJACENT TO THE SOUTH WEST END OF THE BRICK PARAPET WALL (TO THE BRIDGE OVER THE RAILWAY), WITHIN 30cm OF THE WALL



(view looking North-West)

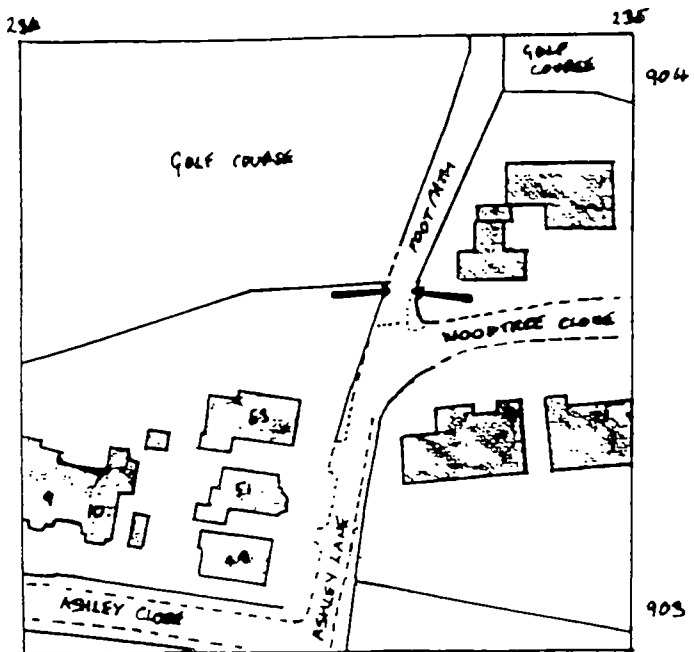
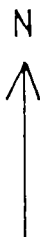
2/ SOUTH-EAST POLE

ADJACENT TO THE CHAIN LINK FENCE WHICH CONNECTS THE BRIDGE PARAPET WALL TO THE FRONT FENCE AND GATE OF NO. 8 STANLEY ROAD, 5m SOUTH EAST OF PARAPET



(looking North-East)

34



1:1250

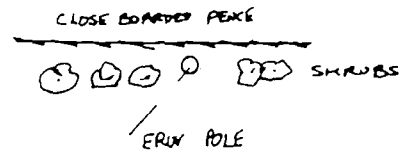
TA 2390 SW

34 : FOOTPATH AT THE NORTH END OF ASHLEY LANE, NW4

SCHEMATIC SHOWING LOCATION OF POLES

1/ WEST POLE:

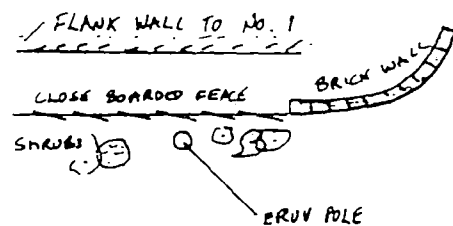
WITHIN SHRUB BORDER TO FOOTPATH,
15cm FROM CLOSE BOARDED WOODEN
FENCE WHICH FORMS THE PERIMETER
OF THE REAR GARDEN OF 53
ASHLEY LANE



(looking West)

2/ EAST POLE:

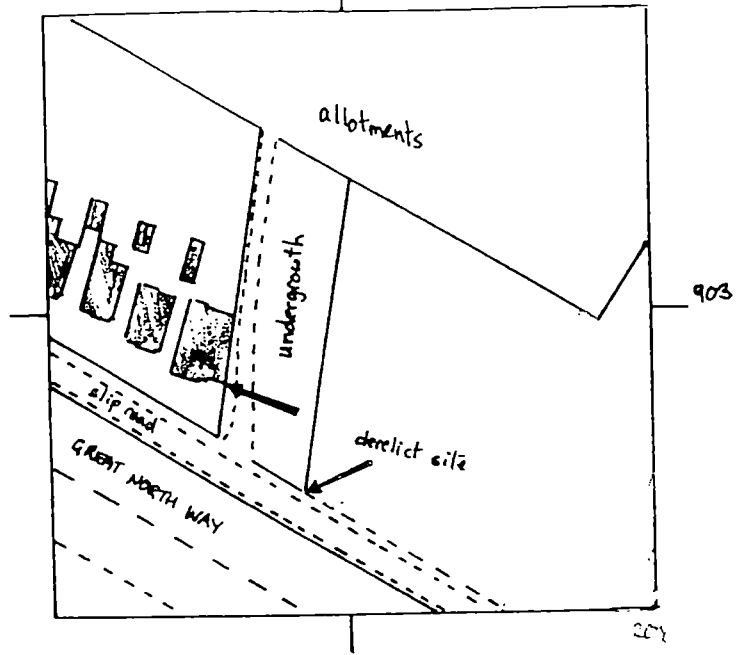
WITHIN SHRUB BORDER TO FOOTPATH,
15cm FROM CLOSE BOARDED FENCE,
1m NORTH OF THE BRICK ORNAMENTAL
ENTRANCE WALL TO WOODTREE CLOSE
THE FENCE FORMS THE PERIMETER OF
THE SIDE PATHWAY TO WOODTREE
CLOSE



(looking East)

35

233



1:1250

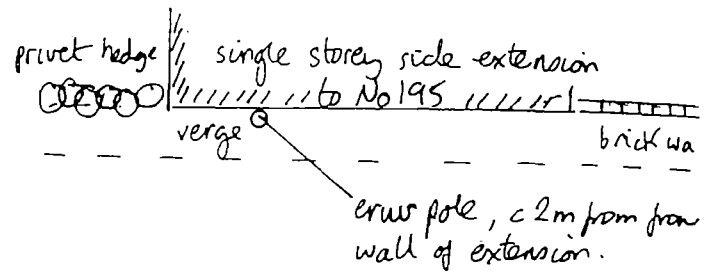
TQ 2390 SW

35: GREAT NORTH WAY (NW4) FOOTPATH TO ALLOTMENTS

SCHEMATIC SHOWING LOCATION OF POSTS

1/ west pole

On verge of pathway to allotments, 15cm from flank wall of No 195 Great North Way (single storey extension)

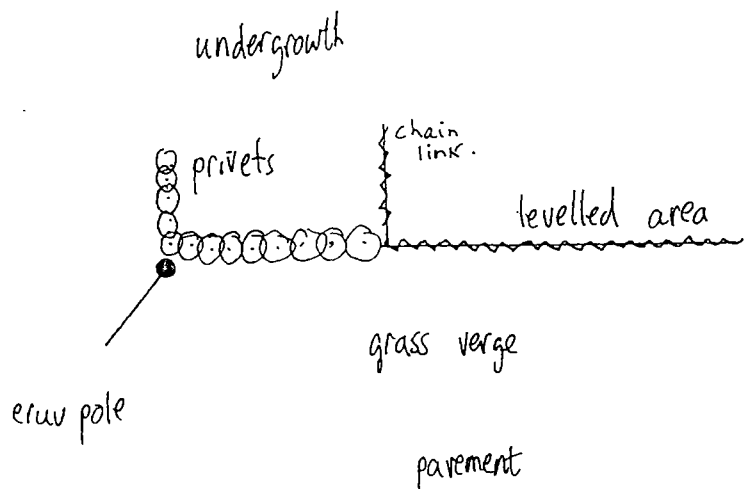


2/ east pole

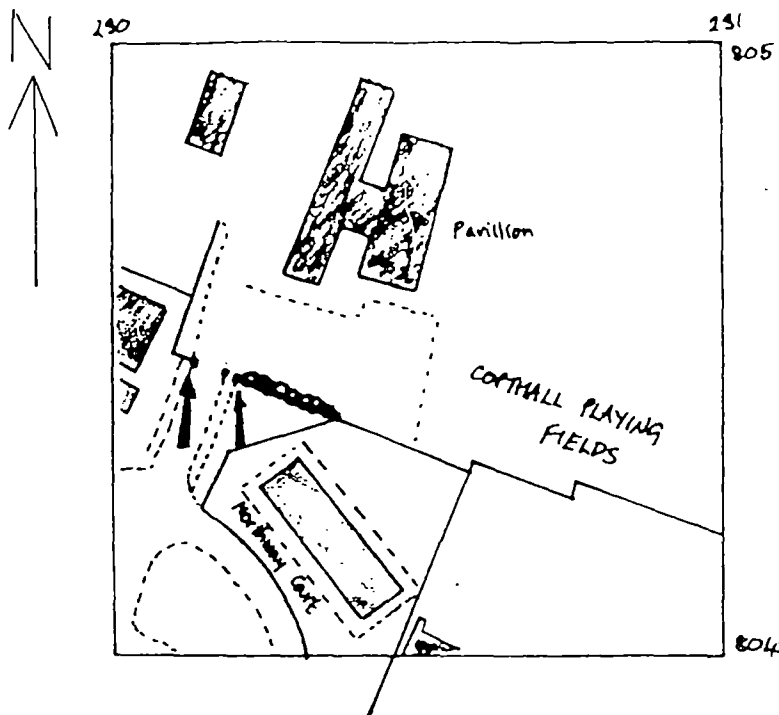
AMENDMENT JANUARY 1993

REPOSITIONING OF EAST POLE TO AVOID WIRE TRAVERSING

LOWER LEFT HAND CORNER (S.W.) OF PRIVATE LAND.
POLE MOVED 4m WEST.



36



GREAT NORTH WAY (NW4)
ENTRANCE TO COPTHALL
PLAYING FIELDS

1:1250

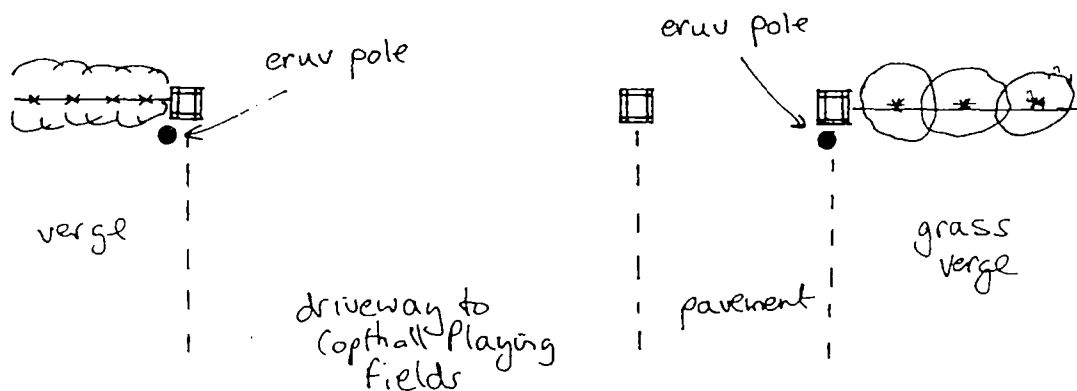
TQ 2390 SW

AMENDMENT 17/2/93

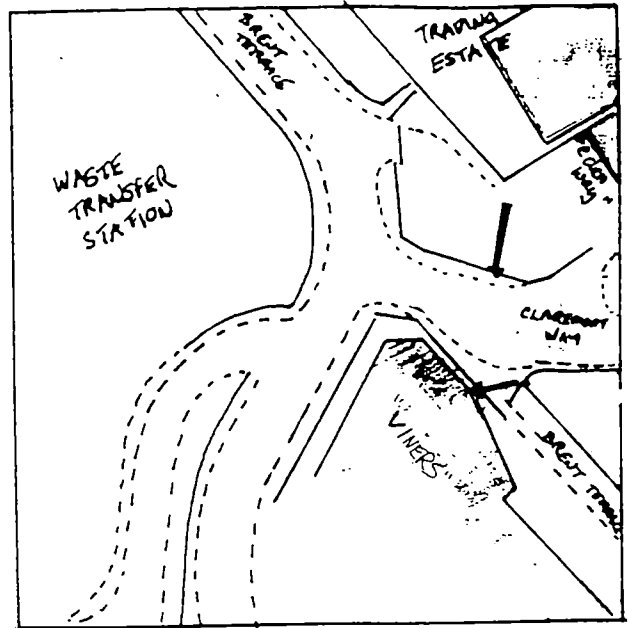
WEST POLE MOVED TO EXTERIOR OF GATE POST (LHS), VEHICULAR ACCESS
EAST POLE MOVED TO EXTERIOR OF GATE POST (RHS), PEDESTRIAN ACCESS

REASON: 1) TO AVOID ERECTION OF POLES IN RECREATIONAL LAND
2) TO AVOID CONSTRUCTION IN UNADOPTED VERGE (TRIANGULAR AREA)
AT NORTH WEST OF NORTHWAY COURT.

SCHEMATIC



view north.



1:1260

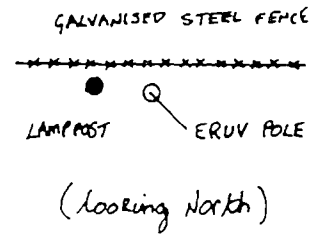
TR 2387 SW

37: BRENT TERRACE / CLAREMONT WAY, NW2

SCHEMATIC SHOWING LOCATION OF POLES

1/ NORTH POLE:

AT REAR OF PAVEMENT, WITHIN 30 cm OF GALVANISED STEEL FENCE, 30 cm TO THE RIGHT OF LAMP-POST. FENCE FORMS FRONT PERIMETER TO "EDENWAY" OFFICES.



2/ SOUTH POLE

AT REAR OF PAVEMENT, WITHIN 30cm OF CHAIN LINK FENCE WHERE IT ABUTS THE LOW BRICK WALL WHICH FORMS THE PERIMETER OF THE "VINERS" WAREHOUSE

