

A G E N D A

Regulatory Committee

Date: **Tuesday, 2nd December, 2008**

Time: **2.00 p.m.**

Place: **The Council Chamber, Brockington, 35
Hafod Road, Hereford**

Notes: Please note the **time, date** and **venue** of the meeting.

For any further information please contact:

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Regulatory, Tel: 01432 260248, Fax: 01432
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E-mail: pmartens@herefordshire.gov.uk

Herefordshire Council

AGENDA

for the Meeting of the Regulatory Committee

To: Councillor P Jones CBE (Chairman)
Councillor JW Hope MBE (Vice-Chairman)

Councillors CM Bartrum, DJ Benjamin, ME Cooper, PGH Cutter, SPA Daniels,
JHR Goodwin, PJ McCaull, A Seldon and DC Taylor

	Pages
<p>1. APOLOGIES FOR ABSENCE</p> <p>To receive apologies for absence.</p>	
<p>2. NAMED SUBSTITUTES (IF ANY)</p> <p>To receive details any details of Members nominated to attend the meeting in place of a Member of the Committee.</p>	
<p>3. DECLARATIONS OF INTEREST</p> <p>To receive any declarations of interest by Members in respect of items on the Agenda.</p> <p>GUIDANCE ON DECLARING PERSONAL AND PREJUDICIAL INTERESTS AT MEETINGS</p> <p>The Council's Members' Code of Conduct requires Councillors to declare against an Agenda item(s) the nature of an interest and whether the interest is personal or prejudicial. Councillors have to decide first whether or not they have a personal interest in the matter under discussion. They will then have to decide whether that personal interest is also prejudicial.</p> <p>A personal interest is an interest that affects the Councillor more than most other people in the area. People in the area include those who live, work or have property in the area of the Council. Councillors will also have a personal interest if their partner, relative or a close friend, or an organisation that they or the member works for, is affected more than other people in the area. If they do have a personal interest, they must declare it but can stay and take part and vote in the meeting.</p> <p>Whether an interest is prejudicial is a matter of judgement for each Councillor. What Councillors have to do is ask themselves whether a member of the public – if he or she knew all the facts – would think that the Councillor's interest was so important that their decision would be affected by it. If a Councillor has a prejudicial interest then they must declare what that interest is and leave the meeting room.</p>	
<p>4. MINUTES</p> <p>To approve and sign the Minutes of the meeting held on 4th November, 2008.</p>	1 - 6

5. **APPLICATION FOR APPROVAL FROM STANFORD COACHWORKS LTD, AS A MANUFACTURER / INSTALLER OF WHEELCHAIR ACCESS FACILITIES FOR HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE** 7 - 12

To consider approving Stanford Coachworks Ltd as an *'approved manufacturer of wheelchair access vehicles to be used as licensed vehicles in Herefordshire'*.

6. **PROCEDURAL ARRANGEMENTS** 13 - 14

To note the procedural arrangements for the meeting.

EXCLUSION OF THE PUBLIC AND PRESS

In the opinion of the Proper Officer, the following items will not be, or are likely not to be, open to the public and press at the time they are considered.

RECOMMENDATION: that under section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Schedule 12(A) of the Act

7. **DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING AN EXISTING DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976** 15 - 16

To consider matters regarding an existing hackney carriage/private hire driver's licence and to determine whether the licence holder continues to be a fit and proper person to hold a dual licence.

8. **DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING AN EXISTING DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976** 17 - 18

To consider matters regarding an existing hackney carriage/private hire driver's licence and to determine whether the licence holder continues to be a fit and proper person to hold a dual licence.

9. **DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING A DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976** 19 - 22

To consider matters regarding an application for a hackney carriage/private hire driver's licence.

10. **DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING A DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976** 23 - 26

To consider matters regarding an application for a hackney carriage/private hire driver's licence.

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COUNTY OF HEREFORDSHIRE DISTRICT COUNCIL

BROCKINGTON, 35 HAFOD ROAD, HEREFORD.

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HEREFORDSHIRE COUNCIL

MINUTES of the meeting of Regulatory Committee held at The Council Chamber, Brockington, 35 Hafod Road, Hereford on Tuesday, 4 November 2008 at 2.00 p.m.

Present: Councillor P Jones CBE (Chairman)
Councillor JW Hope MBE (Vice Chairman)

Councillors: CM Bartrum, ME Cooper, JHR Goodwin, PJ McCaull, A Seldon and DC Taylor

54. APOLOGIES FOR ABSENCE

Apologies for absence were submitted on behalf of Councillors DJ Benjamin, PGH Cutter and SPA Daniels.

55. NAMED SUBSTITUTES (IF ANY)

There were no named substitutes present at the meeting.

56. DECLARATIONS OF INTEREST

There were no declarations of interest made at the meeting.

57. MINUTES

RESOLVED: That the Minutes of the meeting held on 7th October, 2008 be approved as a correct record and signed by the Chairman.

58. MINISTERIAL LETTER TO LOCAL AUTHORITIES

A report was presented to the Committee regarding the contents of a letter dated 19th September, 2008 to Chief Executive's from Gerry Sutcliffe MP, Ministry of Sport, Department of Culture Media and Sport. The letter dealt with the Licensing Act 2003 and particularly focused on reviewing licensed premises, sale of alcohol to the under aged and the introduction of a red/yellow card scheme for licensed premises.

RESOLVED THAT: the Committee notes the contents of the letter with a view that it may be used in relation to any reviews of premises which may be called for in the future.

59. ALCOHOL CONSUMPTION IN PUBLIC PLACES - DESIGNATION OF PUBLIC PLACES IN KINGTON

The Licensing Officer presented a report to the Committee regarding the Herefordshire (Alcohol Consumption in Designated Places) Order (No.6) 2007 in respect of Kington. He said that at its meeting on 31st July, 2007 the Committee had decided that the Order should be made which designated certain streets and public places in Kington to control the consumption of alcohol; and that the matter should be reviewed after twelve months had elapsed. He explained that all relevant parties,

organisations, licensed premises and individuals had been consulted and that there had been no objections raised about the Order since its introduction. He also said that Kington Town Council remained in support of the Order and had asked for it to be made permanent. West Mercia Constabulary had requested that the Order remain in force and was also of the view that was no need for the area it covered to be extended. The Committee was in agreement with the view of the Licensing Officer that the Order should be made permanent.

RESOLVED THAT the Herefordshire (Alcohol Consumption in Designated Places) Order (No.6) 2007 in respect of Kington be made permanent and that it should remain in the same form as previously agreed by the Committee at its meeting on 31st July, 2007.

60. REVIEW OF HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE, DRIVER AND OPERATOR PENALTY POINT SCHEME.

The Acting Regulatory Services Manager presented a report about a review of the penalty points system in respect of Hackney Carriages, Hackney Carriage & Private Hire Driver Licences and Operators Licences. The scheme originally appeared before the Regulatory Committee on 20 March 2007 and the Committee had approved it for a trial period which had been renewed for a further six-months in April 2008. He advised that the purpose of the system was to deal with minor breaches of the conditions or byelaws in a more cost effective way. This avoided the need to involve formal prosecution procedures but still gave the Council the right to take formal action if the circumstances dictated. He said that during the past six months the system had been used to good effect. The standard of the vehicles had further improved to the point where it was unusual to see a vehicle that did not comply with the conditions. The system continued to result in a substantial resource savings for the Council and was the most effective way of dealing with minor breaches, whilst still retaining the option to take more formal action. It therefore reduced the need to refer matters to the magistrate's court, but remained a very effective and speedy alternative. The Committee discussed the scheme and in answer to a question from Councillor Seldon, the Acting Regulatory Services Manager said that it was flexible so that if proprietors were able to give sound reasons why they should not be penalised, the Officers were quite prepared to take this into consideration. The Committee agreed that the scheme should be made permanent.

RESOLVED THAT the penalty points system be adopted on a permanent basis and the "Draft Penalty Points Scheme" guidance document be ratified so that it is no longer a 'draft'.

61. PROCEDURAL ARRANGEMENTS

The Committee noted the procedural arrangements for hearing appeals to ensure that the laws of natural justice were followed to give a fair hearing to the applicants and to the Licensing Officers.

62. APPLICATION TO RE-INSTATE AN EXPIRED HACKNEY CARRIAGE VEHICLE LICENCE

A report was presented by the Licensing Officer about an application to reinstate an expired hackney carriage vehicle licence outside the Council's licensing policy 9.5. He said that Mr Maddy's licence had expired on 9th April, 2008 but that he had not applied to renew it until 5th June. The policy for renewal stated that "All applications received after the date of expiry will be treated as Grants and not renewals and the appropriate conditions and fees will apply". Mr Maddy explained that he had attempted to renew the licence much earlier but that he had needed to book the vehicle in to be tested at the Council's Rotherwas Centre. He explained all the circumstances in respect of his application which he appreciated was late but hoped that it could still be dealt with as a renewal.

Having considered all the circumstances regarding the application, the Committee was satisfied with Mr Maddy's explanation and agreed that the application could be treated as a renewal and not a new application.

RESOLVED THAT:

An application from Mr NJ Maddy to deviate from the standard condition number 9.5, in respect of plate No.H332 for a Skoda Octavia be accepted and granted as a renewal.

63. APPLICATION TO RE-INSTATE AN EXPIRED HACKNEY CARRIAGE VEHICLE LICENCE

A report was presented by the Licensing Officer about an application to reinstate an expired hackney carriage vehicle licence outside the Council's licensing policy 9.5. He said that Mr Pavi's licence had expired on 6th October, 2008 and that he had applied to renew it on 9th October. Because he was only a few days late in applying for renewal, the licence had been renewed until midnight on the day of the Committee.

Having considered all the circumstances regarding the application, the Committee was satisfied with that the licence could be renewed until 6th October 2009.

RESOLVED THAT:

An application from Mr R Pavi to deviate from the standard condition number 9.5, in respect of plate No.H065 for a Skoda Octavia be accepted and granted as a renewal.

64. APPLICATION TO DEVIATE FROM STANDARD CONDITION 3.3A HACKNEY CARRIAGE VEHICLE LICENCE

A report was presented by the Licensing Officer about an application to transfer a hackney carriage vehicle licence to a vehicle that did not have wheelchair access and was therefore contrary to the Council's licensing condition 3.3. He said that the condition stated that: -

the proposed new vehicle must comply with the following:-

a wheel chair access vehicle cannot at any time be replaced with a non-wheelchair access vehicle. A saloon may be replaced with a saloon or upgraded to a wheel chair access vehicle.

He also said that Mr Gudas had not yet stipulated the type of vehicle he wished to transfer the licence to. Mr Gudas explained that he had made the application purely

on cost grounds because of the expense of obtaining a replacement vehicle which had wheelchair access and would satisfy the licensing conditions of the Council. Having considered all the circumstances regarding the application, the Committee was sympathetic towards the situation regarding the applicant but felt that the licensing condition was particularly important to help with the needs of the disabled. If it was granted, there was the strong likelihood that similar applications could be received from other proprietors thereby undermining the aims of the Councils licensing objectives in meeting the requirements of the Disability Discrimination Act 1995.

RESOLVED THAT:

An application from Mr J Gudas to deviate from the standard condition number 3.3 to transfer plate No.H239 to a non-wheelchair accessible vehicle be refused.

65. DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING AN EXISTING DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

The Licensing Officer referred to Agenda item 12 and requested that the matter be deferred because the licence-holder was on holiday. The Committee agreed to this request.

66. DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING AN EXISTING DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

The Licensing Officer referred to Agenda item 13 and requested that the matter be deferred because the licence-holder was on holiday. The Committee agreed to this request.

67. DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING A DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

The Licensing Officer referred to agenda item No. 14 and provided the Committee with the circumstances which had given rise to the need for an application for a dual Hackney Carriage/Private Hire driver's licence being referred to the Committee. The applicant provided the Committee with details of the circumstances which had given rise to him receiving a conviction and the reasons why he felt that he should be allowed to become a licence holder.

Having considered all of the facts put forward by the Licensing Officer and the applicant, the Committee considered that the applicant was a fit and proper person under the meaning of the Local Government (Miscellaneous Provisions) Act 1976 and that he could be granted a Hackney Carriage/Private Hire driver's licence.

68. DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING A DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

The Licensing Officer referred to agenda item No. 15 and provided the Committee with the circumstances which had given rise to the need for an application for a dual Hackney Carriage/Private Hire driver's licence being referred to the Committee. The

applicant provided the Committee with details of the circumstances which had given rise to him receiving a conviction and the reasons why he felt that he should be allowed to become a licence holder.

Having considered all of the facts put forward by the Licensing Officer and the applicant, the Committee considered that the applicant was a fit and proper person under the meaning of the Local Government (Miscellaneous Provisions) Act 1976 and that he could be granted a Hackney Carriage/Private Hire driver's licence for a period of six-months, as recommended by the applicant's g.p.

69. DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING A DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

The Licensing Officer referred to agenda item No. 16 and provided the Committee with the circumstances which had given rise to the need for an application for a dual Hackney Carriage/Private Hire driver's licence being referred to the Committee. The applicant provided the Committee with details of the circumstances which had given rise to him receiving a conviction and the reasons why he felt that he should be allowed to become a licence holder.

Having considered all of the facts put forward by the Licensing Officer and the applicant, the Committee considered that the applicant was a fit and proper person under the meaning of the Local Government (Miscellaneous Provisions) Act 1976 and that he could be granted a Hackney Carriage/Private Hire driver's licence.

70. DUAL (HACKNEY CARRIAGE & PRIVATE HIRE) DRIVER LICENCE - TO DETERMINE MATTERS REGARDING A DUAL DRIVERS LICENCE - LOCAL GOVERNMENT (MISCELLANEOUS PROVISIONS) ACT 1976

The Licensing Officer referred to agenda item No. 17 and provided the Committee with the circumstances which had given rise to the need for an application for a dual Hackney Carriage/Private Hire driver's licence being referred to the Committee. The applicant provided the Committee with details of the circumstances which had given rise to him receiving a conviction and the reasons why he felt that he should be allowed to become a licence holder.

Having considered all of the facts put forward by the Licensing Officer and the applicant, the Committee considered that the applicant was a fit and proper person under the meaning of the Local Government (Miscellaneous Provisions) Act 1976 and that he could be granted a Hackney Carriage/Private Hire driver's licence.

The meeting ended at 3.30 p.m.

CHAIRMAN

**APPLICATION FOR APPROVAL FROM STANFORD
COACHWORKS LTD, AS A MANUFACTURER /
INSTALLER OF WHEELCHAIR ACCESS FACILITIES
FOR HACKNEY CARRIAGE AND PRIVATE HIRE
VEHICLE**

**REPORT BY:
Head of Environmental Health and Trading Standards**

Purpose

1. To consider approving Stanford Coachworks Ltd as an '*approved manufacturer of wheelchair access vehicles to be used as licensed vehicles in Herefordshire*'. The address of the company is given below:
 - Stanford Coachworks Ltd,
Mobility House,
Stanhope Industrial Park, Wharf Road,
Stanford-Le-Hope,
Essex.
SS17 0EH

Background

2. On 15 May 2008 the Regulatory Committee met to update the conditions for licensed vehicles in respect of the required test to ensure vehicles that had wheelchair access facilities and converted vehicles were safe and fit for use. However, on this occasion a decision could not be agreed on the final wording of a revised condition.
3. On 15th July 2008 the Regulatory Committee therefore reconsidered the matter. The Committee agreed that the Council would normally approve wheelchair access vehicles for hackney or private hire *only* if they met the following criteria:-
 - i. The manufacturer must have a vehicle prototype that has passed the 'VOSA –SVA Single Vehicle Approval Standard Test', including class D (disabled) and class P (for import)
 - or
 - ii. The manufacturer must prove to the Council that its vehicle has relevant safety standards and is able to demonstrate consistent manufacture to that standard
4. After this decision was made, in August 2008 the licensing section wrote to all known installers / manufacturers of wheelchair facilities of Herefordshire's taxi fleet as well as Herefordshire's taxi trade to inform them of the above.

5. As a result of this, in August 2008 an application was received from Stanford Coachworks, albeit the application having been made on their behalf by an independent Hereford taxi operator.
6. The application was duly considered by the Regulatory Committee on 7th October along with five other manufacturers. As the application was lacking in the information requested, the committee resolved to refuse the application from Stanford, although it invited them to reapply so that a proper application could be considered by the Committee. (See Appendix 1 in background papers for extract of minutes from 7th October 2008).
7. The Licensing Team therefore undertook to contact Stanford and following a telephone conversation wrote to them on 20th October, (See Appendix 2 in background papers for email dated 20th October 2008).
8. In the interim period, the Licensing Team have liaised with both the Transport Officer in the Adult Social Care Team and the Council's Administration & Transport Manager in the Children & Young People's Directorate, who have respectively confirmed that they authorise the use of vehicles converted by Stanford Coachworks for the transportation of disabled persons and children on behalf of Herefordshire Council.
9. On 17th November an application from Stanford Coachworks was received by Herefordshire Council under 3(ii) above, i.e. they wish their vehicles to be approved by the Council's Regulatory Committee because they feel that they have *relevant safety standards and are able to demonstrate consistent manufacture to that standard*. (See Appendix 3 in background papers for application).
10. The Licensing Team have discussed the application with Stanford, who have confirmed that their conversions are primarily sold directly to local authorities, PCTs and other such organisations, with very few being sold directly to the taxi trade in the UK. It is Stanford's opinion that conversions used as Hackney Carriages or private hire vehicles are therefore usually acquired from a third party, and not directly from Stanford. They have confirmed, however, that they do manufacture conversions that seat 8 or less passengers, which can therefore be used as Hackney Carriages or private hire without further conversion.

Manufacturers' Tests and Quality Procedures

11. Stanford was asked to produce evidence for their wheelchair access vehicles in the following categories:
 - i. Details of any test certificates that would help demonstrate that their vehicle meets the industry standard for the installation of wheelchair access facilities (e.g. a 'Status' test or a 'Mira' test). If unavailable, they were asked to provide a VOSA Single Vehicle Approval Standard Test, for class D (disabled) and P (import).
 - ii. Quality assurance certification.
 - iii. Documentation to demonstrate that there are procedures in place to ensure consistent installation of the wheelchair facility in accordance with the prototype which complies with the test certificates mentioned in (i) above.

- iv. The list of vehicles seeking approval and their approval certificate numbers from the VCA.
12. The application and documentation supplied by Stanford Coachworks in answer to the above list is given in Appendix 3. For ease of reference, Table 1 overleaf also summarises the information provided against the criteria requested:

Table 1: Summary of Information Provided to Herefordshire Council

	Test Certificates submitted	Quality Assurance docs / info received	Documents / procedures submitted to show consistency	List of vehicles for approval and VCA Type Approval docs submitted
Stanford Coachworks	<p>Sample of a 'Certificate of Initial Fitness' from VOSA for a typical converted Mercedes Sprinter for a Public Services Vehicle. (i.e. > 8 passengers), presumed to have identical wheelchair facilities for those with 8 or less passengers, i.e. taxis.</p> <p>Passenger Lift Services Ltd CE Declaration of conformity for inboard lift, dated Nov 2008.</p> <p>Unwin Security System's certification of product testing for rail fixing kit to underfloor spreader plate, to EU Directive 76/115/EEC. Test undertaken at MIRA Test Facility and apparently witnessed by VOSA, Feb 2003.</p> <p>Unwin Security System's certification of product testing for a low profile rail used with Unwin's wheelchair tie-down and restraint system, to EU Directive 76/115/EEC. Test undertaken at both STATUS's and MIRA's test facilities, some apparently witnessed by the VCA. Certificate dated Jan 2000.</p> <p>Richard & Shaw's test certificate for seat types 143146 & 143161 for positional and strength testing laid down by EEC/76/115 and ECE 14, for anchorage points for lap and diagonal seat belts. Certificate dated 9.1.2008. Includes a photographic record of testing to destruction of seats under load / crash conditions.</p>	<p>ISO 9001:2000 This QA document covers the conversion of vehicles for people with special needs, as well as the servicing and maintenance of vehicle tail lifts.</p> <p>First issued 5.10.2001</p> <p>Current issue 16.10.2007</p> <p>Valid until 4.10.2010</p>	<p>No supporting documentation submitted.</p> <p>However, there is the presumption that the independently audited and verified ISO 9001 status will require such procedures, documentation and forms.</p>	<p>Sample of a VOSA British National Type Approval certificate for their Mercedes Sprinter conversion.</p> <p>Uncompleted VOSA SVA application form for a minister's approval certificate. From subsequent discussion with Stanford, since October 2007 this form has been completed and approved for each individual conversion prior to sale.</p> <p>Attached product literature mentions conversions from vehicles originally manufactured by Mercedes Benz, Volkswagon, Renault, Peugeot, Citroen, Fiat, Ford, Irisbus, Iveco, Vauxhall and Maxus.</p>

Options

- A) To approve Stanford Coachworks Ltd as an approved manufacturer.
- B) To require further information.
- C) To refuse the application.
- D) To come to some other conclusion.

See background papers for:

Appendix 1 – extract of minutes from 7th October 2008

Appendix 2 – email dated 20th October 2008 requesting the required information

Appendix 3 – application from Stanford Coachworks received 17th November 2008

REGULATORY COMMITTEE
LICENSING APPEAL PROCEDURE

1. Introduction by Legal Adviser to the Committee.
2. Licensing Officer outlines the case.
3. Applicant (or his solicitor) sets out his case.
4. Questions asked by the Committee or Licensing Officer or Applicant.
5. Applicant (or his solicitor) asked if he would like to make further comment or representation, or if he requires time to comment or investigate (if so, Chairman defers application).
6. In dealing with each application, the applicant (and any representative) should also withdraw should be asked to withdraw when they have finished their presentation. All officers, other than the Legal Adviser to the Committee, should also withdraw. It would be preferable for the applicant and officers to await the decision at different locations.
7. If either the applicant or the officers are needed to furnish additional information, they should all be invited back before the Committee. When the additional information has been furnished, they should all be asked to leave again.
8. The Committee can then reach a decision in the usual way, but in the absence of parties.
9. The applicant and officers will then be invited to return. The Chairman will announce the decision. The Chairman should also say that the decision will be communicated in writing in due course, and that the applicant will be informed of any right of appeal (if the decision is a refusal).
10. When the first application is finished, that applicant should then leave. The process then starts again for the next application.

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