

LICENSING COMMITTEE

Minutes of a meeting of the Licensing Committee held on Tuesday 30th March 2017 at 6.10pm at Addenbrooke House, Ironmasters Way, Telford

Present: Councillors, M B Hosken, I T W Fletcher, J A Francis, S J Reynolds, J Seymour, C F Smith, M J Smith and C R Turley (Vice Chair in the Chair).

In Attendance: A Astley (Assistant Director - Neighbourhood & Customer Services), N Minshall (Service Delivery Manager, Public Protection), S Fisher (Principal Licensing Officer), A Hunt (Public Protection Manager), K Harris (Group Manger – Development Team), P Martin (Legal Advisor) and J Clarke (Democratic and Scrutiny Officer).

Members had gathered prior to the meeting to look at a vehicle that was to be considered during the item “Hackney Carriage Approved List of Vehicles”. The Chair asked Members to consider moving this item up the Agenda to item 4 of the meeting. It was proposed and seconded and

RESOLVED – that Hackney Carriage Approved List of Vehicles be heard at item 4 of the Agenda.

LC -19 Apologies for Absence

Councillors C Mason (Chair) and M Boylan.

LC 20 Declarations of Interest

None.

LC -21 Minutes

Resolved – that the minutes of the meeting of the Licensing Committee held on the 17th January 2017 be signed by the Chair.

LC -22 Hackney Carriage Approved List of Vehicles

The Principal Licensing Officer presented the report of the Service Delivery Manager - Public Protection which asked Members to consider including the Peugeot E7 Standard model on the Council’s Approved List of Vehicles.

On 16th January 2013 Members of the Licensing Committee approved the inclusion on the Approved List of Vehicles the Peugeot E7 SE and SX models which included additions to the standard specification being an electric step, a swivel seat and a hearing loop.

The purpose-built vehicle that Members had viewed prior to the meeting did not have the additional features but met conditions with regards to access for a single wheelchair and did not impact on equal opportunities as disability awareness training was delivered to all drivers as a Licensing Condition. It was felt that by adding this standard model of vehicle it may increase the overall availability of hackney carriages as the E7 SE and SX models with the adaptations to the standard specification were too expensive to buy and there had not been any applications for these vehicles since being added to the Approved List.

During the ensuing debate questions were raised with regard to the need for the swivel seats and hearing loops and how the public would specify the need for this when booking. Other Members felt that the vehicle would be a good addition to the Approved List of Vehicles.

The Principal Licensing Officer confirmed that as the vehicles would be based on ranks within Telford, that there would not be the need to pre-book or specify disabilities.

Upon being put to the vote it was unanimously:-

RESOLVED – that the Peugeot E7 S, E7 SE and E7 XS standard specification models be added to the Council’s approved list of hackney carriages.

LC -23 Review of Licence Fees

The Public Protection Manager presented the report of the Service Delivery Manager, Public Protection, relating to the review of licence fees and charges affecting Hackney Carriage, Private Hire trades, gambling and other licenses following a consultation process which, if agreed, would be implemented on the 1st June 2017.

The current level of fees was implemented by the Licensing Authority on 1st September 2016 and although the Licensing Service was unable to fully recover the costs of the service, some statutorily defined costs could be recovered or were set by statute or statutory instrument. Where the proposed fees had increased this reflected an enhanced level of service provided by inspectors to ensure compliance with licensing conditions. Some of the fees, however, had been reduced due to new digital access channels which had seen a reduction in administration costs to the Council.

During the debate, some Members asked if members of the public would consider that they were paying their Council Tax to cover these fees, whether the online test was done in the applicant’s own time on their own equipment, the differential between regional casinos and large casinos, the costs to riding establishments compared to that of pet shops, the blanket cost to private hire operators despite the number of vehicles, the reduction of costs for home boarding. Some Members also raised concerns regarding scrap metal collectors.

The Public Protection Manager confirmed that that some fees could obtain full cost recovery where others were set in statute or services could not be charged for. The

online tests were undertaken at Brookside Community Centre. There had been a typographical error regarding the casino fees which would be amended. With regards to the Riding Establishment fees being lower than the Pet Shop, this was because the Pet Shop charge included a Vet Inspection Fee and the Riding Establishments needed a Secretary of State Inspector. The private hire operators fees were set with reference to statute and that the fees structure was within the Law. With regard to scrap metal collections, Members were advised to report any issues and to make a note of the registration plate of any collection vans.

Upon being put to the vote it was unanimously:-

RESOLVED – that subject to any responses received following the posting of notices regarding the fee level changes as required by legislation, that the level of proposed fees to come into force on 1st June 2017 be approved.

LC -24 The Safety of Sports Grounds Act 1975 and Fire and Places of Sports Act 1987 – Regulated Stands Certificates for AFC Telford Utd Football Stadium

The Group Manager – Development Team presented the report relating to the application for Regulated Stand Certificates for the David Hutchison (north), University of Wolverhampton (west) and Frank Nagington (south) stands at AFC Telford for the 12 month period 14 April 2017 to 14 April 2018. Two representatives from AFC Telford United were in attendance at the meeting.

An update was given on the two remaining issues raised at the Committee held on 11th October 2016, namely the barrier testing and the fire alarm system.

With regard to the barrier sites which did not accept the full “bedding in load”, these had now been repaired and retested and the barrier close to the stand tunnel had now passed the load test. The upper part only of the barrier in front of the corporate box had failed due to it being tubular rather than a box section and this area would remain temporarily closed until the barrier had been replaced and re-tested. It was expected that this closure would affect only 12 spectators who could be present in that area and would not cause any issues regarding spectator capacity.

With regard to the fire alarm, the installation had been completed and following testing a number of remedial measures identified. Repairs had been undertaken in October 2016 and there were some minor issues being attended to which included two fire notices which had been replaced and were now deemed satisfactory by the Fire Officer. An issue with the positioning of smoke detectors within two small areas of the stands were being addressed and advice had been sought from Q-Technical with regard to the self-contained rooms but the Fire Officer was satisfied with this area. The battery in the emergency light had been tested and the lightning conductor had been approved for 12 months.

It was identified that Appendix A had not been attached to the report and copies of Appendix A were tabled at the meeting. The meeting was adjourned at 6.54pm in order for Members to read the papers. At 7.01pm the meeting re-commenced.

During the ensuing debate, some Members asked if a copy of the report was available and when the repairs to the barriers would take place, if the lighting repair had been undertaken, what was the timescale for the replacement of the waste bins and with regard to the snack bar when would the work take place.

The Group Manager asked the representatives from the Club if the Report was available and they confirmed that they had paid the invoice but were awaiting the Report to come through. It was also confirmed by the Club representatives that there were only 2 remaining home matches left this season and that the repairs to the barriers would take place once the season had ended and there was time to get the barriers replaced properly. A match day inspection had recently taken place and the barriers had been approved providing the affected area was cordoned off. The area involving the lighting belonged to the Hotel and they had been asked to install the light, but there was no date given for this repair. The waste bins would be looked at in the closed season but in the meantime there were stewards on hand and the bins were not left unattended. The panel for the snack bar had been ordered and was due within the next 3-4 weeks.

The Group Manager confirmed that the safety group would meet regularly and monitor the repairs for progress.

Upon being put to the vote it was unanimously:-

RESOLVED – that the Service Delivery Manager Development Management be authorised to grant the Safety certificate for the Regulated Stands for a period of 12 months, subject to the current existing conditions and the additional condition that the affected area of the West Stand, as referred to in paragraph 5 of the report at Appendix D to the Licensing Committee of 30 March 2017, is closed to the public and cordoned off until the barrier has been replaced and retested to the satisfaction of the Council.

The meeting ended at 7.07 pm.

Chairman:

Date: