

Planning Consent Success

Following a very long campaign the LPHCA has achieved another great success in our quest for sensible requirements for operators and drivers as conditions of licensing in London.

The PCO must be congratulated and the following message was sent to PCO Director Ed Thompson and all concerned.



Licensed Private Hire Car Association

Inc London Private Hire Car Association
& The Graded Private Hire Companies



Dear Ed,

The PCO must be congratulated for taking on board our comments and removing the requirement of planning consent as a condition for **Private Hire Operator Licensing**.

The original requirement whilst thought to make an operator more **'fit and proper'** in reality put an almost 'impossible to achieve within timescale' and in reality an unnecessary requirement on **Licensed Operators**.

As there is actually no planning consent type for minicab and private hire, many expensive, lengthy and unnecessary planning applications needed to be submitted to enable **Private Hire Operators** to comply with planning consent requirement.

This put **Operators** in an untenable or seriously difficult position when moving or acquiring new premises and in many cases seriously inhibited the ability to move easily to better or new premises.

The PCO in our view, have rightly concluded that **planning consent is a matter for Local Authorities** and where a **Private Hire Operation** is not fit for purpose **Local Authorities have the legal powers to deal appropriately**.

The LPHCA applauds this move and wishes to thank **Roy Ellis** and **Mary Dowdye** in particular for this positive step in fair licensing, that is both appropriate and in the public interest.

Steve Wright MBE
Chairman LPHCA

PCO Notice 09/07

Transport for London
Public Carriage Office



Private Hire Vehicle Operator Licensing Planning Permission

In determining whether an applicant for a private hire vehicle operator's licence is a fit and proper person, the Licensing Authority assesses applications against a number of administrative rules. This allows the applicant to demonstrate that they have complied with other legal requirements connected with running a business.

Since the introduction of licensing in 2001 one of these rules has related to planning. However, the existence of planning permission is not critical to fulfilling the requirements of the private hire legislation or to providing a safe service to the travelling public. The grant or refusal of planning permission is a matter for the planning authority rather than the Licensing Authority.

With immediate effect, it will no longer be a requirement that operators are able to show that they comply with any planning requirements (including the erection of radio antennae) for their premises to be used as an operating centre.

Under planning legislation it may remain a requirement that planning permission has been obtained prior to premises being used as an operating centre and operators who commence trading from an operating centre which does not have the requisite planning consent could face enforcement action, but again this is a matter for the local planning authority.

Mary Dowdye 5 March 2007
Head of Standards & Regulations

MAYOR OF LONDON

Join us

We are very pleased to say that after a period of time when membership numbers were on the decline, (mainly due to members buying each other), that we are now attracting a considerable number of new members.

As well as this we are delighted to say that we are attracting quite a few former members back who realised what they were missing.

If you wish to join a very strong group of Private Hire Operators and receive all these benefits and much more, please either contact me personally on **07956 329288** or complete the application form (available on the website, visit www.lphca.co.uk).

Steve Wright Chairman LPHCA



The Association now offers a great deal of help and services to members, check out the **Member's Information** on page 38 to find out more.