

Public Notices

Public Notices



City of Westminster

CITY OF WESTMINSTER
OXFORD STREET DISTRICT – PHASE ‘A’ SITES

1. NOTICE IS HEREBY GIVEN that Westminster City Council on 05 July 2021 made the following Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended:

- The City Of Westminster (Prescribed Routes) (No. 2) Experimental Traffic Order 2021;
- The City Of Westminster (Parking Places) (F Zone) (Amendment No. 1) Experimental Order 2021;
- The City Of Westminster (Loading Bays) (Amendment No. 1) Experimental Order 2021; and
- The City Of Westminster (Waiting And Loading Restriction) (Amendment No. 2) Experimental Order 2021.

2. The general effect of the Orders will be, on an experimental basis, to:-

(a) reintroduce 2-way traffic working in: Cavendish Place; Cavendish Square - the north-western north-east to south-west arm; Mortimer Street between its junctions with Regent Street and Great Titchfield Street; and Wigmore Street between its junctions with Cavendish Square and Wimpole Street;

(b) reverse the one-way traffic working in: Cavendish Square - the south-eastern north-west to south-east arm, so as to provide one-way southeastbound traffic working; Great Titchfield Street between its junctions with Margaret Street and Mortimer Street so as to provide one-way north-westbound traffic working; Berners Street so as to provide one-way north-westbound traffic working; and Newman Street so as to provide oneway south-eastbound traffic working;

(c) introduce ‘no entry’ restrictions to complement the one-way traffic working referred to above and at the junction of Eastcastle Street with that part of Berners Street between its junctions with Oxford Street and Eastcastle Street;

(d) introduce prohibited right turns at the junctions of: Cavendish Square - the north-western north-east to south-west arm with Cavendish Square - the south-eastern north-west to south-east arm; Mortimer Street with Langham Place; Mortimer Street with Great Titchfield Street for north-eastbound traffic; and Mortimer Street with Berners Street for north-eastbound traffic; and re-provides an existing prohibited right turn at the junction of Langham Place with Cavendish Place;

(e) introduce prohibited right turns except buses at the junctions of: Mortimer Street with Great Portland Street for both north-eastbound and south-westbound traffic; and Great Portland Street with Mortimer Street for north-westbound traffic;

(f) introduce prohibited left turns at the junctions of: Eastcastle Street with that part of Berners Street between its junctions with Oxford Street and Eastcastle Street; Eastcastle Street with Newman Street; Mortimer Street with Berners Street for south-westbound traffic; and Wigmore Street with Harley Street;

(g) provide two new ‘pay by phone’ parking places, operating at any time, in the north-west side of Wigmore Street between its junctions with Wimpole Street and Harley Street;

(h) revise the layout of existing residents and ‘pay by phone’ parking places in the south-east side of Wigmore Street between its junctions with Wimpole Street and Cavendish Square;

(i) provide a new residents parking place, operating between the hours of 8.30 a.m. and 8.30 p.m. throughout the week on the north-east side of Great Titchfield Street between its junctions with Mortimer Street and Little Portland Street;

(j) provide a new ‘pay by phone’ parking place, operating at any time on the south-west side of Great Titchfield Street between its junctions with Mortimer Street and Little Portland Street;

(k) provide two new loading bay in Mortimer Street, in which vehicles may load or unload for up to 40 minutes between the hours of Midnight and 7 a.m., 9 a.m. and Midday, and 9 p.m. and Midnight throughout the week, provided no vehicle may return to that loading bay within 2 hours;

(l) introduce new or extend existing lengths of ‘at any time’ waiting restrictions in:- Cavendish Square (north-western north-east to south-west arm) – at its junction with Harley Street and throughout the south-east side of the carriageway; Eastcastle Street at its junctions with Berners Street and Newman Street; Goodge Street at its junction with Newman Street; Great Titchfield Street at its junction with Mortimer Street; Mortimer Street – throughout all kerbside not otherwise designated; and Wigmore Street at its junctions with Wimpole Street and Harley Street/Cavendish Square;

(m) introduce new lengths of ‘7 a.m. to 10 a.m., Midday to 9 p.m.’ waiting and loading restrictions coterminous with the two new designated loading bays in Mortimer Street;

(n) introduce new or extends existing lengths of ‘at any time’ loading restrictions in:- Eastcastle Street at its junctions with Berners Street and Newman Street; Goodge Street at its junction with Newman Street; Great Portland Street at its junction with Mortimer Street; and Mortimer Street – at its junctions with Langham Place/ Regent Street, Great Portland Street, Great Titchfield Street, Wells Street, Nassau Street, Berners Street, Cleveland Street and Newman Street, throughout the south-east side between its junctions with Regent Street and Great Portland Street, and throughout the north-west side between its junctions with Great Portland Street and Great Titchfield Street; and

(o) amend existing waiting restrictions or loading restrictions, or both so as to accommodate changes to the highway layout and the provision of new parking places at certain locations in the above streets.

3. FURTHER NOTICE IS HEREBY GIVEN that Westminster City Council under sections 90A to 90I of the Highways Act 1980 and in accordance with the provisions of the Highways (Road Humps) Regulations 1999 and the Highways (Traffic Calming) Regulations 1999, that it proposes to construct a speed table of flat-top construction having a height not exceeding 100 millimetres and covering the entire width of the carriageway, in:- CAVENDISH SQUARE (south-west north-west to south-east arm), extending from south-eastern kerb-line of Wigmore Street south-eastward for a distance of 8.0 metres, including both ramps.

4. The Orders, which will come into force on 15 July 2021, and other documents giving more detailed particulars of the Orders and of the speed table are available for inspection until such time as the Orders cease to have effect, or, the case of the speed table the end of a period of 21 days beginning from the date of publication of this Notice, at <http://westminstertransportationservices.co.uk/notices>. Please note that documents will not be available for inspection in person until further notice.

5. Further information about the Oxford Street District project may be obtained by visiting <https://osd.london/>.

6. The Orders shall provide that, subject to the provisions of section 10(2) of the Road Traffic Regulation Act 1984, the Council’s Head of Parking for the time being, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interest of the expeditious, convenient and safe movement of traffic, or in the interest of providing suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or the provisions contained therein.

7. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any relevant requirements thereof or any relevant regulations made thereunder have not been complied with in relation to the Orders may, within six weeks from the date on which the Orders were made, make application for the purpose to the High Court.

8. The Council will consider in due course whether the provisions of the Experimental Orders should be continued in force indefinitely by means of Orders made under sections 6, 45, 46, 49 and 124 of the Road Traffic Regulation Act 1984. Any person may object to the making of the Orders for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the Experimental Orders came into force. Any person may object or make representation in relation to the construction of the speed table referred to in item 3 preceding within a period of 21 days beginning from the date of publication of this Notice. Any such objection must be in writing, stating the grounds on which it is made, and sent to the Council’s agents, Project Centre, Unit 2 Holford Yard, WC1X 9HD or by email to traffic.orders@projectcentre.co.uk quoting reference ‘PCL/TMO/1000007540’.

Dated 07 July 2021
JONATHAN ROWING, Head of Parking (The officer appointed for this purpose)



City of Westminster

CITY OF WESTMINSTER
E-SCOOTER PARKING PLACES TRIAL
(ZONES B, D AND F)

1. NOTICE IS HEREBY GIVEN that Westminster City Council on 5th July 2021 made the following Orders under section 9 of the Road Traffic Regulation Act 1984, as amended:

- The City of Westminster (Parking Places) (B Zone) (No. 1) Experimental Order 2021;
- The City of Westminster (Parking Places) (D Zone) (No. 1) Experimental Order 2021; and
- The City of Westminster (Parking Places) (F Zone) (No. 2) Experimental Order 2021.

2. The general effect of the Orders will be, on an experimental basis, to introduce e-scooter parking places at various locations in Controlled Parking Zones B, D and F, as detailed in the Schedule to this Notice. The Schedule also includes details of revisions to current parking and waiting restrictions to facilitate the installation of the e-scooter parking places.

3. The e-scooter parking places can only be used by rental e-scooters provided through the experimental trial being run by Transport for London (TfL), London Councils and participating London Boroughs. Westminster City Council intends to join the trial in August 2021.

4. Further information on the e-scooter rental trial may be obtained by visiting <https://tfl.gov.uk/modes/driving/electric-scooter-rental-trial>.

5. The Orders, which will come into force on 15th July 2021, and other documents giving more detailed particulars of the Orders are available for inspection until such time as the Orders cease to have effect, at <http://westminstertransportationservices.co.uk/notices>. Please note that documents will not be available for inspection in person until further notice.

6. The Orders shall provide that, subject to the provisions of section 10(2) of the Road Traffic Regulation Act 1984, the Council’s Head of Parking for the time being, or some person authorised in that behalf by him, may, if it appears to him or that person essential: (a) in the interest of the expeditious, convenient and safe movement of traffic; (b) in the interest of providing suitable and adequate parking facilities on the highway; or (c) for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or the provisions contained therein.

7. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any relevant requirements thereof or any relevant regulations made thereunder have not been complied with in relation to the Orders may, within six weeks from the date on which the Orders were made, make application for the purpose to the High Court.

8. The Council will consider in due course whether the provisions of the Experimental Orders should be continued in force indefinitely by means of Orders made under sections 6, 45, 46, 49 and 124 of the Road Traffic Regulation Act 1984. Any person may object to the making of the Orders for the purpose of such indefinite continuation within a period of six months, beginning from the date on which the Experimental Orders came into force. Any objection must be in writing, stating the grounds on which it is made, and sent to the Council’s agents, WSP Traffic Order Team (Westminster), 3rd Floor, WSP House, 70 Chancery Lane, London, WC2A 1AF, or by email to tmo.westminster@wsp.com quoting reference 7627/PJ.

Dated 7th July 2021
JONATHAN ROWING
Head of Parking
(The officer appointed for this purpose)

SCHEDULE

Street	Location	Amendments to Existing Provisions
Alexander Street	west side, on hatched area of carriageway, 5 metres south of Westbourne Park Road	replaces 5 metres of single yellow line waiting restrictions
Allsop Place	north-east side, opposite Cornwall House	replaces 5 metres of single yellow line waiting restrictions
Buckingham Gate	north-east side, opposite the Embassy of the Republic of Korea, No. 60	replaces 5 metres of single yellow line waiting restrictions
Carteret Street	east side, adjacent to Broadway House, Tophill Street	replaces 5 metres of motorcycle parking

Chandos Street	west side, adjacent to No. 9 Cavendish Square	replaces 5 metres of single yellow line waiting restrictions
Cleveland Square	south-eastern arm, south-east side, outside Nos. 60 to 62	replaces 6 metres of single yellow line waiting restrictions
Devonshire Street	south side, adjacent to No. 13 Upper Wimpole Street	replaces 5 metres of motorcycle parking
Howick Place	north side, opposite the Royal Mail Delivery Office, No. 9	replaces 2.5 metres of double yellow line waiting restrictions
Inverness Terrace	west side, adjacent to No. 75 Bishop’s Bridge Road	replaces 5.8 metres of double yellow line waiting restrictions
Inverness Terrace	east side, opposite No. 1b	replaces 4 metres of single yellow line waiting restrictions
Langham Street	north side, outside Van Dyck Mansion, No. 27	replaces a pay-by-phone parking bay
Leinster Square	northern arm, south (garden) side, opposite No. 2	replaces a shared-use parking bay
Market Place	southern arm, south side, outside No. 30	replaces 5 metres of motorcycle parking
Marsham Street	north-east side, outside Morland House	replaces 4 metres of single yellow line waiting restrictions
Montagu Street	east side, opposite Nos. 13 and 14	replaces 2.5 metres of motorcycle parking and 2.5 metres of residents’ parking
Newman Street	west side, outside Nos. 87 to 91	replaces a pay-by-phone parking bay
Norfolk Crescent	crescent arm, garden side, opposite No. 34	replaces 4.5 metres of motorcycle parking
Old Cavendish Street	southern extremity, adjacent to John Lewis, No. 300 Oxford Street	replaces 5 metres of double yellow line waiting restrictions
Old Quebec Street	east side, outside No. 30	replaces 4.2 metres of double yellow line waiting restrictions
Paddington Green	south-western arm, south-west side, adjacent to the London cycle hire docking station	replaces 2 metres of double yellow line waiting restrictions
Portland Place	northbound carriageway, east (island) side, opposite No. 73	replaces 5 metres of residents’ parking
Portman Square	northern arm, south (garden) side, opposite Fitzhardinge House, Nos. 12 to 14	replaces 5 metres of residents’ parking
St Ann’s Street	east side, 6 metres south of Abbey Orchard Street	replaces 1 metre of single yellow line waiting restrictions and 3 metres of motorcycle parking
Stratford Place	west side, opposite No. 4	replaces a pay-by-phone parking bay
Tavistock Road	north-west side, outside No. 2	replaces 3 metres of single yellow line waiting restrictions
Thayer Street	east side, adjacent to the Hinde Street Methodist Church	replaces 3.5 metres of motorcycle parking
Vincent Square	north-eastern arm, south-west (garden) side, adjacent to New Lodge	replaces 5 metres of residents’ parking

LONDON BOROUGH OF HILLINGDON
APPLICATIONS FOR PLANNING PERMISSION

CATEGORY B Applications under the Planning (Listed Buildings and Conservation Areas) Regulations 1990

Ref: 8134/APP/2021/2147 Barra Hall, Wood End Green Road Hayes.
Proposal: Barra Hall CCTV upgrade and new cctv column addition
(Application for Planning Permission which would, in the opinion of the Council, affect the character or appearance of **Hayes Village Conservation Area)**

Ref: 5433/APP/2021/2396 Mayleigh, 71 High Road Ickenham.
Proposal: Erection of a single storey rear and side extension with demolition of the existing conservatory. **(Application for Planning Permission** which would, in the opinion of the Council, affect the setting of the **Listed Building (s)** in the vicinity of the development)

Ref: 3661/APP/2021/2526 St John The Baptist Church, Royal Lane, Hillingdon. **Proposal:** Replacement SFMC266 electrical meter cabinet (Application under Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (as amended) for determination as to whether prior approval is required for siting and appearance) **(Application for Planning Permission** which would, in the opinion of the Council, affect the setting of the **Listed Building (s)** in the vicinity of the development and the character or appearance of **Hillingdon Village Conservation Area)**

Copies of the applications and accompanying plans are available to view online at www.hillingdon.gov.uk. Any representations on the applications should be submitted in writing to Planning Services, London Borough of Hillingdon, Civic Centre, Uxbridge, Middlesex, UB8 1UW, quoting the relevant reference number or online at www.hillingdon.gov.uk or by email to applicationsprocessingteam@hillingdon.gov.uk. Representations should be made by 28th July 2021 (21 days) for applications within **CATEGORY A** and **CATEGORY B**; Written or telephone enquiries may also be made to Planning Services at the above address (Tel: 01895 250230).

JAMES RODGER,
Head of Planning and Enforcement
Date: 7th July 2021

THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA
TEMPORARY ROAD CLOSURES
DOVEHOUSE STREET

The Royal Borough of Kensington and Chelsea has made an Order under

The Road Traffic (Temporary Restrictions) Act 1991 Schedule 1 - Section 14 (1)(A) and all other enabling powers prohibiting vehicles from proceeding or waiting in roads cited below. Where necessary to maintain access for residents and occupiers one way or two-way traffic working may be imposed on affected roads.

ROAD CLOSED TO VEHICLES FOR CRANE WORKS. Dovehouse Street be closed Between Cale Street and Britten Street

From 08.00hrs on Saturday 10th July 2021 unto 18.00hrs on Sunday 11th July 2021, with back updates of Saturday 17th July 2021 and Sunday 18th July 2021. Diverted through traffic may use Cale street, Sydney Street Britten Street. Or Britten Street, Dovehouse Street, King’s Road, Sydney Street, Fulham Road, Dovehouse Street.

The One way working on Dovehouse street between King’s Road and Britten Street is to be suspended for the duration of this road closure.

Access will be maintained for residents and occupiers Nothing in this Order shall apply to anything done with the permission of, or at the direction of, a police constable in uniform or a traffic warden.

Nothing in this Order shall apply to any vehicle being used for police, fire brigade or ambulance purposes, or for the purposes of a statutory undertaker in an emergency.

Dated this 8th July 2021
Director of Streets and Regulatory Services
Mahmood Siddiqi BSc (Hons), MCiHT.



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