

**PAVEMENT LICENCE OBJECTIONS ASSOCIATED WITH AROMI,
3 PEAS HILL, CAMBRIDGE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **20th January 2015**

From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **Market**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To determine objections received to the pavement
Licence application associated with Aromi, 3 Peas
Hill, Cambridge**

Recommendation: **a) Approve and issue a Pavement Licence for the
proposal following the statutory consultation;
b) Inform the objectors accordingly.**

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1. BACKGROUND

- 1.1 Aromi is located on the west side of Peas Hill. (appendix 1). It is a small premise which frequently has queues across the footway at peak times. It also has a serving window through which it sells ice creams in the summer.
- 1.2 An application was submitted for three tables each with two chairs (appendix 2).

2. PAVEMENT LICENCE PROCESS

- 2.1 The Pavement Licence procedure is a statutory consultation process that requires the Highway Authority to advertise, on-street, a public notice stating the proposal. The notice invites the public to comment on the proposals in writing within a twenty eight day notice period.
- 2.2 The Pavement Licence was advertised on-street on 22nd August 2014. The statutory consultation period ran from 22nd August – 26th September 2014.
- 2.3 The statutory consultation resulted in 4 responses raising concerns (appendix 3).
- 2.4 Following the end of the statutory consultation period the responders' comments were considered.
- 2.5 The applicant was informed of the comments and asked to consider a fewer number of tables which would be removed at peak times or when the serving window was in operation. The applicant agreed to remove the furniture at peak times and when the serving window was in operation but believed that there was sufficient footway width to accommodate the requested number of tables and chairs.
- 2.6 To ascertain this, the applicant placed the tables and chairs in their proposed location and the residual footway width was measured. The distance between the furniture and the lamp column on the south side of the premise, and the furniture and the kerb on the north side of the premise, was 1.8 metres. Also, the pedestrian flow was observed and it was noted there was sufficient width for all footway users (appendix 4).
- 2.5 On the basis of this analysis, it is recommended that a pavement licence is issued for three tables each with two chairs a condition of which will be that they are removed at peak times and when the serving window is operating.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **Developing the local economy for the benefit of all**
A Pavement licence will enable the business to make the best use of their location and attract customers.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4 SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications within this category.

4.2 Statutory, Risk and Legal Implications

The statutory process for this Pavement Licence has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public enquiry.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been consulted – the County Councillors, Police, City Council Environmental Health and Planning services. In addition the ambulance and fire service and City Councillors have been consulted.

A notice was displayed on-street, outside the premise.

4.5 Localism and Local Member Involvement

The local member. Cllr Edward Cearn, was consulted and supports the proposal provided the tables and chairs are removed at peak times and when the serving window is in operation. Cllr Gerri Bird, Mayor of Cambridge, does not support the proposal.

4.6 Public Health Implications

The Cambridge City Council Environmental Health team have been consulted and have no concerns.

Source Documents	Location
Consultation responses	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP



APPENDIX 2



APPENDIX 3 – RESPONSES RECEIVED

No.	RESPONSES RECEIVED	OFFICER RESPONSE
1.	<p>The ice cream service results in queues where they are proposing to put the tables and chairs.</p> <p>The lamp post could cause a pinch point.</p>	<p>The furniture will be removed when the serving window is in operation.</p> <p>The footway width between the lamp column and table is 1.8 metres which is adequate for such a location.</p>
2.	<p>If they have tables whilst the serving window is in operation they will take up the whole of the pavement.</p>	<p>The furniture will be removed when the serving window is in operation.</p>
3.	<p>The area gets very congested which can cause problems for disabled people and parents with prams. In the summer it became very congested when the shop was selling ice cream from the window which made it difficult to get past on the pavement.</p>	<p>The furniture will be removed when the serving window is in operation and at peak times.</p>
4.	<p>We would like to question the consultation process for this proposal.</p> <p>We believe that the current operations of this company, coupled with the tables and chairs will cause so much congestion on this narrow pavement that it will be impossible to pass at certain times. Currently this company is serving ice cream onto the street through its shop window. At times this is causing horrendous queues. We believe that if this company continues to sell ice cream and if tables and chairs are in operation, the obstruction of the pavement will be so great that pedestrians will not be able to pass.</p> <p>Even if the company ceases to sell ice cream we believe that</p>	<p>The consultation process was carried out in accordance with the requirements of The Highways Act 1980.</p> <p>The furniture will be removed when the serving window is in operation.</p>

	<p>the location is not suitable for tables and chairs.</p> <p>The proposal does not comply with part 4b of the Guidance Notes.</p> <p>The distance on the plan between the proposed layout and the road and lamp post is less than 1.5 metres. It is our belief that the pavement is not sufficiently wide enough to permit this and allow reasonable pedestrian movement.</p> <p>The proposed location is adjacent to a loading bay and disabled parking bay. The loading bay is frequently used for long periods by HGVs unloading into the Theatre. This creates a dark narrow corridor between the HGV and the buildings. Placing tables and chairs on this pavement will make it increasingly difficult for pedestrians to use this footpath. Additionally, a considerable number of wheel chair users use the disabled parking bays. We feel that tables and chairs in this location, coupled with the loading bay, the lamp post and the ice cream queue will make it increasingly difficult if not impossible for wheel chair users to pass.</p>	<p>The pedestrian route is straight and adjacent to the kerb.</p> <p>The actual distance has been measured and found to be 1.8 metres which exceeds the Department for Transport's recommendations of 1.1 metres for a localised narrowing.</p> <p>The residual footway width is 1.8 metres which is adequate in such a location.</p> <p>The furniture will be removed when the serving window is in operation and at peak times.</p>
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APPENDIX 4

