September 2025

Highway Statement

Change of use from A1 Gas Showroom to A3 Cafe

26 Ruabon Road
Wrexham
LL13 7RT



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1. Existing Site Layout

The site is located on A5152 Ruabon Road; a classified highway subject to a 20-mph speed limit.

The site has been used for many years as a base for a Gas Showroom. Binnions plumbing business used it as an operational base for the three teams of fitters specialising in central heating and gas fire installations.

The main area of the shop was used to display gas fires and the rear area was for staff and storage of plumbing materials required by the fitters. There were two staff on site in the showrooms at all times and the fitters returned to the office at regular intervals during the day to pick up parts.
The whole of the main floor area was open to the public.

The shop is located just 400m south west of the city shopping centre which is accessed via Ruabon Road, Pen y Bryn and Bridge Street.
There is no dedicated parking space for the shop unit. However there are a number of on street parking options available for customers. There are also two public car parks within 500m of the site.

2. Sustainability and Parking

There are three separate on street parking areas on Ruabon Road with space for up to 10 vehicles in total, available within 50m of the shop. There is approximately 330m of unrestricted on street parking on Poyser Street which is located just 20m from the application site.

There is a public car park on Victoria Road, across from the northern end of Poyser Street, just 330m from the proposed site.

Within 100m there is approximately 250m of unrestricted parking along Ruthin Road.

There is approximately 190m of unrestricted parking along Ruabon Road to the south of the site.

There is also a public car park situated off St Giles Way just 500m north west of the proposed site.

All this off-road public car parking is available within easy walking distance of the site. Whilst the site has no dedicated parking provision it is clear that there is ample public car parking available within easy walking distance.

ACCEPTABLE WALKING DISTANCES [CHARTERED INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	*Local Facilities **	*District Facilities***	*Other*
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

CIHT guidelines state that an acceptable walking distance for local facilities is 400m. Every parking area is well within that range with the exception of the public car park at St Giles Way which is a 500m walk away. The guidance does however state that there is a preferred maximum of 800m which means that St Giles Way car park is also well within CIHT guidelines on acceptable walking distances.

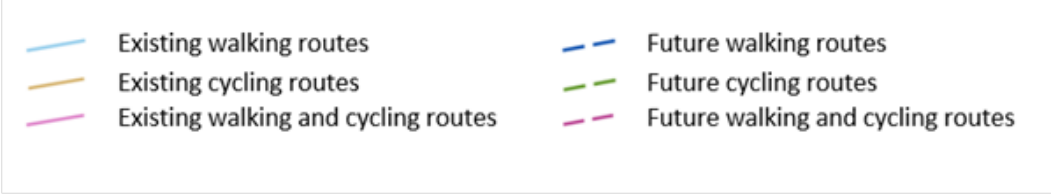
The parking spaces are shown on the map at Appendix 1.

There is a bus stop just 50m north of the site on Ruabon Road. There is another bus stop on Victoria Road just 250m from the site with buses running at 20-minute intervals during the day. There are more than 8 buses per hour in both directions along Victoria Road throughout the working day.

There are numerous cycleways and walking routes in the immediate vicinity of the site as demonstrated below on the Welsh Government active travel map



Welsh Government Active Travel Network Map



The site is sustainably located within a predominantly residential area alongside a small row of shops and is within the Wrexham settlement limit.

On this basis it is reasonable to assume that a considerable number of people will walk to the café or use public transport given the sites close proximity to bus stop facilities This would limit the amount of people arriving at the site by car.

The site is considered to be sustainably located with good links to public transport supporting means of travel other than by car, which would assist in meeting the aims of the sustainable transport hierarchy.

Having regard to the above, and that the guidelines set out in LPGN 16 are maximum guidelines only, the proposal is not considered likely to significantly worsen any existing on street parking provision problems in the vicinity of the site and it is not considered reasonable or justified to refuse the application in this instance

The cafés intended opening hours are 9am to 5pm Monday to Saturday. **There will be no takeaway service provided at the site.**

There are other shops in the vicinity of the site which attract occasional vehicle use during the day. Notably however the Chinese takeaway 10m to the north only opens at 5pm each day. This means that there will be no conflict of vehicular traffic between the two uses; the parking areas will be available to the café during the day and then for takeaway use in the evening.

As the site is well connected by bus travel, cycle travel and pedestrian travel, there is unlikely to be a significant level of car borne customers attracted to the site. Any customers that do drive will arrive before the time when competition for places is at its highest i.e. prior to 5pm when the takeaway opens and the local residents return home from work.

It is important to note that customers picking up a takeaway are more likely to risk parking indiscriminately on the existing double yellow

parking restrictions / junction protection in the vicinity of the site.
People are more inclined to take the chance of parking on yellows for a short time if they think they are only going to be in the shop for 5 mins while picking up a takeaway.
In this instance, for a café with no takeaway proposed, any car borne traffic will not want to risk putting their vehicles on double yellows in the middle of the day for any length of time.
It is therefore reasonable to assume that all vehicles will be parked in an appropriate and safe location.

It is important to note the difference between an application for a café and an application for a takeaway.

3. Planning applications relevant to this proposal

Planning applications relevant to this proposal.

P/2019/0225 94 Ruabon Road
Change of use of ground floor to form extension to dental practice and first floor into a dental laboratory

This site is located in immediate vicinity of a very busy roundabout just 240m south of the application site. The existing dentists had no dedicated off road parking; a shortfall of some 13 spaces according to LPGN guidelines, which also required the proposed extension to provide a further 5 dedicated parking spaces.
The highway department objected due to the shortfall in parking.
The application was however supported by the planning department and was sent to planning committee with a recommendation for approval.

The committee report prepared by the planning department argued the following reasons to support the application.

Planning Policy Wales (PPW) 10 states that the sustainable transport hierarchy must be a key principle when considering and determining planning applications. The hierarchy prioritises walking, cycling and public transport ahead of the private motor vehicle and should be used to support the delivery of schemes located and supported by infrastructure which prioritises access and movement by active and sustainable transport.

The site is sustainably located within a predominantly residential area in Wrexham Settlement Limit. The nearest bus stops are located approximately 200m from the site.

The application site is considered to be sustainably located with good links to public transport, supporting means of travel to the site other than by car, which would assist in meeting the aims of the sustainable transport hierarchy.

Having regard to the above, and that the guidelines set out in LPG 16 are maximum guidelines only, the proposal is not considered likely significantly worsen any existing on-street parking problems in the vicinity and it is not considered reasonable or justified in this instance.

Conclusion: The proposal is considered to be acceptable in principle and would not result in any adverse impacts to visual or residential amenities, or result in highway safety impacts, sufficient to warrant refusal of the application.

Extract from report to planning committee

The committee duly granted planning permission.

The site was 18 parking spaces short of the standards recommended by LPGN 16 guidance but was nevertheless approved because it was considered to be in a sustainable location with good links to public transport and close to a public car park.

The logical conclusion would therefore be that the current application site is also in a sustainable location with good links to public transport and close to a public car park.

<u>P/2019/0774 29 Ruabon Road</u>

<u>Conversion from residential to create extension to adjoining retail premises</u>

This site is located directly opposite the application site. It had no dedicated parking provision and required an additional three spaces according to LPGN 16 guidelines.

The highway department did not object to this proposal as they considered it unreasonable to do so.

If the proposed extension is considered in isolation (43m^2 gfa), LPGN 16 would normally require a maximum of 1 car space per 15m^2 gfa equating to the maximum requirement for an additional 3 spaces. Although, the proposed development site is in a relatively sustainable location, it may be considered to have the potential to increase parking demand in respect of the available on-street parking bays. However, planning consent (ref: P/2019/0255) was recently granted slightly further out of town at 94 Ruabon Road for an extension to a dental practice without any off street parking provision. The dental practice would have in theory required a maximum of 18 spaces including the proposed extension.

It would therefore seem unreasonable to object to the current application on parking grounds.

Extract from highway department memorandum response to planning

This site was granted planning permission despite a perceived shortfall in parking provision. The site is just 10m from the current application site.

P/2022/0027 30 Ruabon Road
Variation of condition 01 from nine students to fourteen residents and removal of condition 2 of planning permission P/2010/0310

Despite the development falling short of recommended parking standards the highway department made no objection to the application and the site was granted planning permission at committee.

Planning consent (ref: P/2019/0255) was recently granted slightly further out of town at 94 Ruabon Road for an extension to a dental practice without any off street parking provision. The dental practice would have in theory required a maximum of 18 spaces including the proposed extension.

It would therefore seem unreasonable to object to the current application on parking grounds.

I therefore advise you that I do not intend to make any recommendations on highway grounds.

Extract from highway department memorandum response to planning

This site is just 30m from the current application site. The committee report stated that the site was in a sustainable location close to the town centre.

No off-street parking is available and parking would be on the adjoining highway. Whilst I am conscious of the objections raised on the basis of compounding existing parking problems on Ruabon Road, a condition restricting occupation and the sustainable location close to the town centre and all facilities, including railway and bus stations would be likely to reduce demand for a car.

Extract from report to planning committee

There are also two other recent application sites within 350m of the current site which are also considered to be relevant to this application.

P/2022/0735 30 Bridge Street

Change of use of building from class A1 retail to class A3 restaurant

This application proposed the same A1 to A3 change of use.

The site had no parking provision whatsoever; the highway adjacent to the site has double yellow markings to both sides of the road.

However, the highways took the view that customers would park in nearby car parks, travel on public transport or walk to the site.

The previous retail uses at the premises would also not appeared to have provided any off-road parking or turning provision.

It is considered likely that the majority of potential customers will either park in nearby car parks, arrive by public transport or walk.

Extract from highway department memorandum response to planning

The highways only concern was to restrict the site so that no takeaways were permitted

P/2024/1069 26 Bridge Street

Change of use of building from class A1 retail to class A3 bar

This application proposed the same A1 to A3 change of use.

The site had no parking provision whatsoever; the highway adjacent to the site has double yellow markings to both sides of the road.

However, the highways took the view that customers would park in nearby car parks, travel on public transport or walk to the site.

The previous retail uses at the premises would also not appeared to have provided any off-road parking or turning provision.

It is considered likely that the majority of potential customers will either park in nearby car parks, arrive by public transport or walk.

Extract from highway department memorandum response to planning

The highways only concern was to restrict the site so no takeaways were permitted

4.Conclusion

The site is sustainably located within a predominantly residential area alongside a small row of shops and is within the Wrexham settlement limit.
On this basis it is reasonable to assume that a considerable number of people will walk to the café or use public transport given the sites close proximity to bus stop facilities This would limit the amount of people arriving at the site by car.

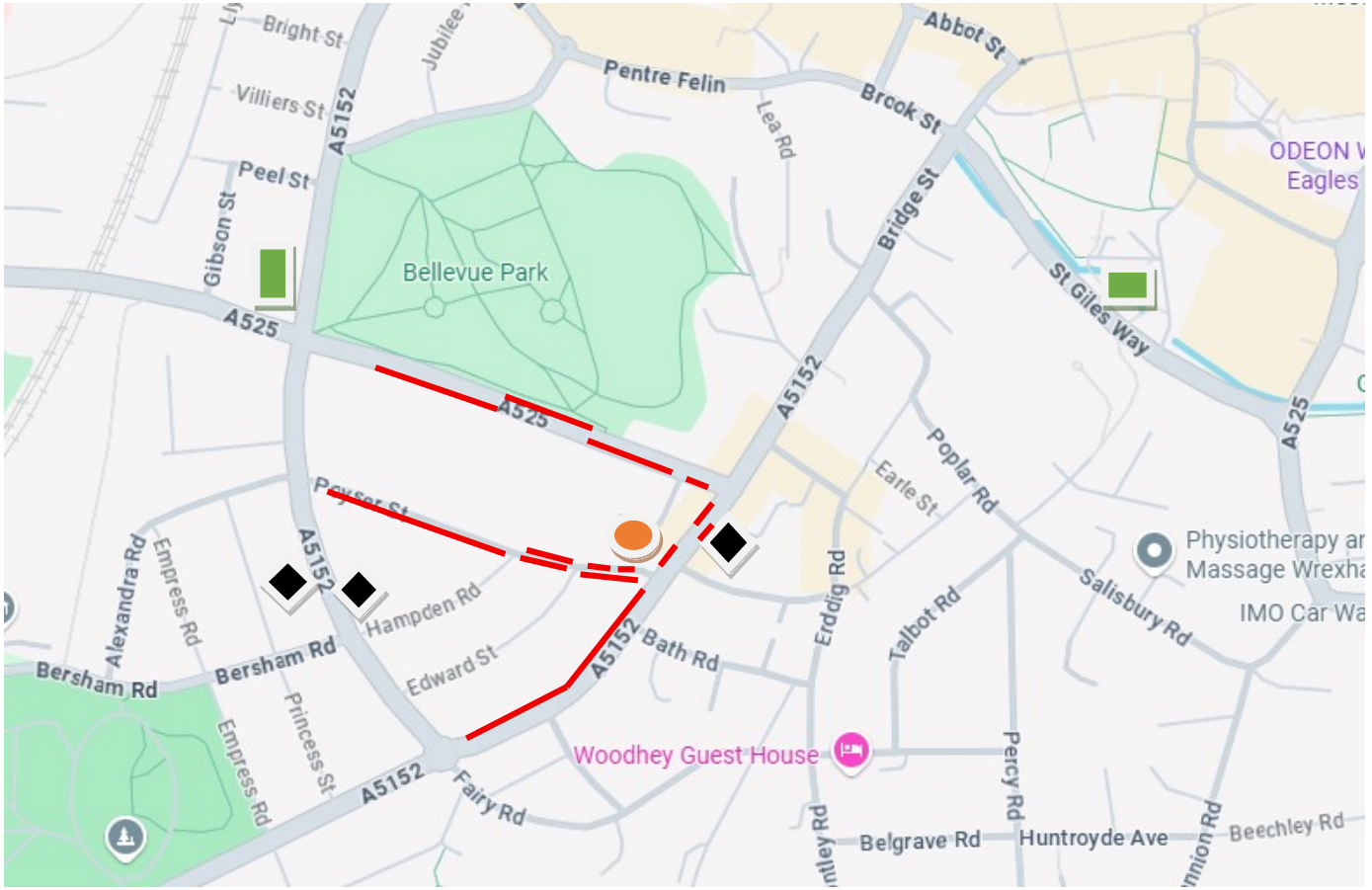
The site is considered to be sustainably located with good links to public transport supporting means of travel other than by car, which would assist in meeting the aims of the sustainable transport hierarchy. The site is in close proximity to existing cycleway and walking links.

Having regard to the above, and that the guidelines set out in LPGN 16 are maximum guidelines only, the proposal is not considered likely to significantly worsen any existing on street parking provision problems in the vicinity of the site and it is not considered reasonable or justified to refuse the application in this instance.

There are a number of recent planning applications in close proximity to the site which have been supported due to their sustainable location providing good links to public transport; thus, supporting means of travel other than by car.

In the interests of consistency, it is therefore concluded that there is no justifiable reason to object to the proposal.

APPENDIX 1 – PARKING AREAS



BUS STOPS PUBLIC CAR PARK APPLICATION SITE

ON STREET PARKING