TECHNICAL NOTE

Village Bakery Extension, Wrexham

Transport Note

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Client:	Village Bakery	Job No:	329673
Date:	02 July 2026	File Name:	TN01
Prepared by:	RW	Approved by:	ME

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by the Village Bakery Wrexham Ltd (the 'Applicant') to provide transport planning and highways advice in relation to a retrospective planning application at its existing bakery site off Coed Aben Road on the Wrexham Industrial Estate.

1.1.2 Planning permission for the erection of a 2,698 sqm industrial unit (Class B2/B8) was granted by Wrexham County Borough Council (WCBC) on 5th December 2022 under App Ref: P/2021/1189, with amendments to the elevations approved on 26th April 2024 under App Ref: P/2023/0671. Mode prepared a Transport Statement in September 2021 in support of the original application (App Ref: P/2021/1189), which had proposed a replacement for a previous building that had been destroyed by fire in 2019. The replacement unit was completed in accordance with relevant approvals and brought into use briefly in February 2024. It is one of six closely grouped bakery buildings that Village Bakery operates from its campus on the Wrexham Industrial Estate, with a bagel factory adjoining the application building to the west and two other buildings adjoining to the rear/north, all of which are served off Coed Aben Road.

1.1.3 Among other things, this planning application seeks retrospective planning permission to alter and extend the pre-existing/approved unit, providing an additional 1,850 sqm of floor area and bringing the total floor area of the unit up to 4,548 sqm under Use Class B1/B2/B8. These works have included the insertion of a mezzanine and construction of a rear extension, with modified access and servicing arrangements.

1.1.4 The unit will be used for the preparation of bakery products and involve largely automated production lines. It would replicate and be in addition to Village Bakery's existing factory units. Since it is considered that such a use falls within Class B1 (light industry), the application also seeks permission for this change.

1.1.5 This Transport Note (TN01) has been prepared to assess the updated development proposals, with consideration to vehicular and pedestrian access, expected trip generation and traffic impact, parking provision and servicing arrangements.

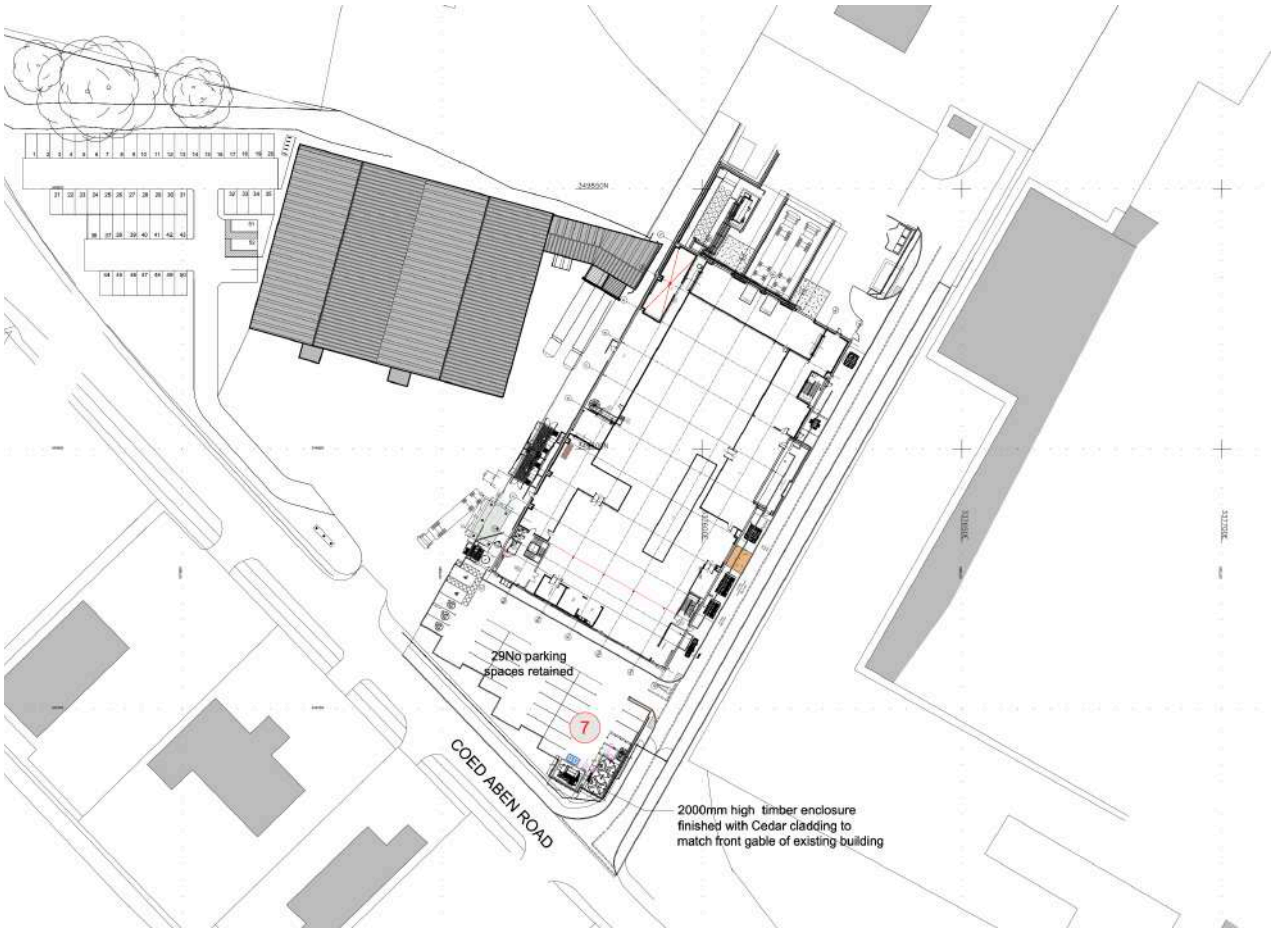
2. Development Proposals

2.1 Proposed Use

2.1.1 The planning application seeks retrospective planning permission to alter and extend the pre-existing/approved unit, providing an additional 1,850 sqm of floor area and bringing the total floor area of the unit up to 4,548 sqm under Use Class B1/B2/B8. This has mainly involved the insertion of a mezzanine and construction of a rear extension, with modified access and servicing arrangements. Two flour storage silos have also been erected next to the building's western elevation.

2.1.2 The existing/proposed block plan is shown in Figure 2.1 and is attached in Appendix A.

Figure 2.1 : Existing/Proposed Block Plan (source : DPA Ltd)



2.1.3 The Applicant forecasts that there will be up to 29no. full-time staff members. The automated production lines will operate on a 24/7 rolling basis, with staff working the following shifts:

- 02.00 – 14.00 : 4 employees
- 03.00 – 15.00 : 3 employees
- 05.00 – 17.00 : 2 employees
- 06.00 – 18.00 : 2 employees
- 07.00 - 19.00 : 3 employees
- 10.00 – 22.00 : 5 employees
- 14.00 – 02.00 : 1 employee
- 18.00 – 06.00 : 9 employees

2.2 Proposed Access Arrangement

2.2.1 Vehicle and pedestrian access to the unit will remain as approved and constructed under App Ref: P/2021/1189, via the gated private access from Coed Aben Road.

2.3 Servicing and Delivery Arrangements

2.3.1 On average, 2no. deliveries via 28-tonne articulated HGVs will be made to the new flour silos (each of which can store up to 60 tonnes of flour), via the adjoining service yard attached to the bagel factory. Deliveries of other goods into the unit will be through a new door in the building's west elevation, again from the adjoining service yard. There will be no additional despatches from this end of the building. Instead, all despatches will take place from the rear of the building, where two dock levellers have been installed. Based on information provided by the Applicant, there will be a total of 4no. to 6no. HGV movements per day.

2.3.2 Swept path analysis has been undertaken by XO Square to demonstrate that the largest regular vehicle expected to enter the site, a 16.5m articulated HGV, can access the site, manoeuvre within the site and egress in a forward gear. The swept path analysis is attached in Appendix B.

2.3.3 In terms of refuse storage and collection, the existing food waste compactor in the adjoining Building 5 (pancakes) yard will be used. The Applicant estimates 1no. additional refuse collection vehicle movement per week.

2.4 Parking Provision

2.4.1 It is proposed to provide 29no. car parking spaces at the unit, inclusive of 2no. accessible bays and 3no. EVCP bays.

2.4.2 Parking provision will also be available on the Applicant's adjacent site on Ash Road South for this development.

2.4.3 WCBC's parking standards are set out in their *'Local Guidance Note No.16 – Parking Standards'* document. Table 2.1 provides a summary of WBC's parking standards for the relevant use classes

Table 2.1 : WBC Adopted Parking Standards (source: WCBC)

Use Class	Maximum Car Parking	Minimum Cycle Parking
B1 – Business and Light Industry	1 space per 30 sqm	1 space per 300 sqm
B2 – General Industry	1 space per 50 sqm	1 space per 500 sqm
B8 – Storage and Distribution	1 space per 100 sqm	1 space per 1,000 sqm

2.4.4 It is noted that the proposed on-site parking provision falls below WBC's B1 maximum car parking standards.

2.4.1 To provide evidence and re-assurance that the proposed level of car parking will accommodate expected levels of demand, a car parking assessment is provided in Chapter 7, which takes into consideration expected staffing levels, car parking accumulation and the provision of surplus parking at the adjacent Ash Road South site.

2.4.2 Cycle parking will also be provided in line with local standards.

3. Trip Generation

3.1 Introduction

3.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed development based on information provided by the Applicant, as well as the TRICS database.

3.2 First Principles Approach

3.2.1 The altered and extended unit has replaced a previously destroyed Village Bakery unit and will be used for the preparation of bakery products using largely automated production lines. This would replicate and be in addition to Village Bakery's existing factory units. The Applicant therefore has experience operating a comparable site.

3.2.2 The Applicant has therefore provided information regarding the site's expected operation based on their experience.

Staff

3.2.3 The Applicant forecasts that there will be up to 29no. full-time staff members. The automated production lines will operate on a 24/7 rolling basis, with staff working the following shifts:

- 02.00 – 14.00 : 4 employees
- 03.00 – 15.00 : 3 employees
- 05.00 – 17.00 : 2 employees
- 06.00 – 18.00 : 2 employees
- 07.00 - 19.00 : 3 employees
- 10.00 – 22.00 : 5 employees
- 14.00 – 02.00 : 1 employee
- 18.00 – 06.00 : 9 employees

3.2.4 During the peak hours (08:00-09:00 and 17:00-18:00), the expected trip generation is summarised in Table 3.1. For robustness, it is assumed that all staff members will arrive and depart via single occupancy vehicles.

Table 3.1 : TRICS Trip Generation (per dwelling) - Vehicles

Shift	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
05:00 – 17:00	0	0	**0**	0	2	**2**
18:00 – 06:00	0	0	**0**	9	0	**9**
Total	0	0	**0**	9	2	**11**

3.2.5 As shown in Figure 3.1, the development is expected to generate **0** two-way trips during the AM peak hour and **11** two-way trips during the PM peak hour.

3.2.6 It should be noted that additional staff trips are expected to occur outside of the network peak hours, given the shift patterns at the site.

HGVs

3.2.7 4no. to 6no. HGV movements are expected at the site per day. It can be assumed that these deliveries will be spread across the working day.

3.3 TRICS Trip Generation

3.3.1 As planning permission is being sought to change the use of the approved building to also include a Class B1 use, a TRICS-based trip generation has been undertaken to understand the potential traffic impact of the unit should the occupier not continue indefinitely as the Village Bakery.

3.3.2 To quantify the traffic impact of the development on the local highway network, vehicle trip rates have been derived from the TRICS database (v8.26.3) using the '*Employment – Industrial Unit'* land use category.

3.3.3 TRICS surveys during the COVID-19 lockdowns were removed as it is likely that travel behaviours were affected during this time.

3.3.4 In line with the *'TRICS Good Practice Guide 2021'*, no surveys were excluded on the basis of geographical region. The study undertaken by TRICS revealed that there is a significantly higher correlation between location type and resulting trip rates than there is between region and resulting trip rates.

3.3.5 The guidance recommends that regional selection should not be a major consideration when applying trip rate calculation filtering criteria. The guidance also indicates that location type is one of the most influential factors in terms of trip generation. Therefore, the 'Suburban Area' and 'Edge of Town' location types have been selected.

3.3.6 The TRICS trip rates and estimated trip generation during the weekday AM and PM peak hour are shown in Table 3.1.

Table 3.2 : TRICS Trip Generation (per dwelling) - Vehicles

TRICS Land Use Category	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate *'Employment – Industrial Unit'*	0.617	0.134	**0.751**	0.057	0.507	**0.564**
Existing/Proposed Development (4,548 sqm)	28	6	**34**	3	23	**26**
Increase Based on Approved (1,850 sqm)	11	3	**14**	1	9	**10**

3.3.7 As shown in Figure 3.1, the development is expected to generate **34** two-way trips during the AM peak hour and **26** two-way trips during the PM peak hour.

3.3.8 Based on the increase in floor area of 1,850 sqm based on the approval, the development is expected to generate **an additional 14** two-way trips during the AM peak hour and **an additional 10** two-way trips during the PM peak hour.

3.3.9 This equates to approximately 1 additional trip every 4-5 minutes on average during the AM and PM peak period; therefore, the development proposals will have a low impact on the local highway network.

3.4 Traffic Impact

3.4.1 Based on this expected trip generation based on the anticipated operation of the site, it can be reasonably concluded that the development will have not have a *'severe'* impact on the local highway network.

4. Car Parking Assessment

4.1 Introduction

4.1.1 It is proposed to provide 29no. car parking spaces at the unit. Parking provision will also be available on the Applicant's adjacent site on Ash Road South for this development, where surplus parking is available.

4.1.2 This chapter provides evidence and re-assurance that the proposed level of car parking will accommodate expected levels of demand.

4.2 Expected Employee Numbers

4.2.1 The Applicant forecasts that there will be up to 29no. full-time staff members, who will work different shifts throughout the day and night. Therefore, the proposed on-site parking provision will accommodate expected staff parking associated with the operation of the Applicant's new bakery building. This is without the consideration of sustainable modes of travel, as well as car sharing.

4.2.2 Based on this, the proposed on-site car parking provision is expected to accommodate the Applicant's operational parking demand, also allowing for peaks and visitor parking.

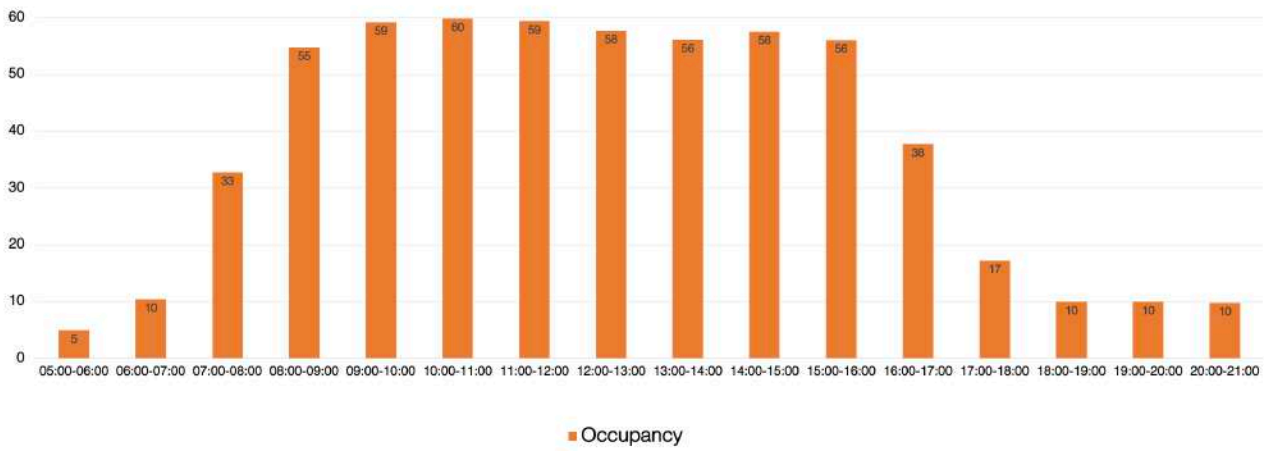
4.3 TRICS-Based Car Parking Accumulation Assessment

4.3.1 A car park accumulation assessment has also been undertaken to understand the parking demand associated with the development as a light or general industrial unit.

4.3.2 This uses the *'Employment – Industrial Unit'* TRICS trip rates presented in Chapter 3 for vehicles trips arriving and departing across the day.

4.3.3 The car park accumulation assessment is presented in Figure 4.1.

Figure 4.1 : Car Park Accumulation



4.3.4 As shown in Figure 4.1, the proposed development is expected to generate parking demand for up to 60no. vehicles at any one time based on *'Employment – Industrial Unit'* TRICS trip rates. It should be noted that this is considerably higher that the parking demand based on the expected operation of the Village Bakery site based on their experience.

4.3.5 Based on the car parking accumulation assessment, demand is expected to exceed the proposed on-site parking provision. Any additional parking required will be provided on the Applicant's adjacent site on Ash Road South, approved under App Ref: P/2015/0968. This parking area is now operational.

4.3.6 Based on the approved Transport Statement which accompanied the planning application for the Ash Road South site (App Ref: P/2015/0968), it was highlighted that an additional 53no. spaces were proposed in additional to what was required. There is therefore a surplus of 53no. spaces on the adjacent site.

4.3.7 The two sites are connected via a link road, in which the parking area proposed to accommodate any additional parking from this site is accessible on foot within c.200m (2-minute walk), as shown in Figure 4.2.

Figure 4.2 : Location of Surplus Parking - Ash Road South Site



5. Summary and Conclusion

5.1 Summary

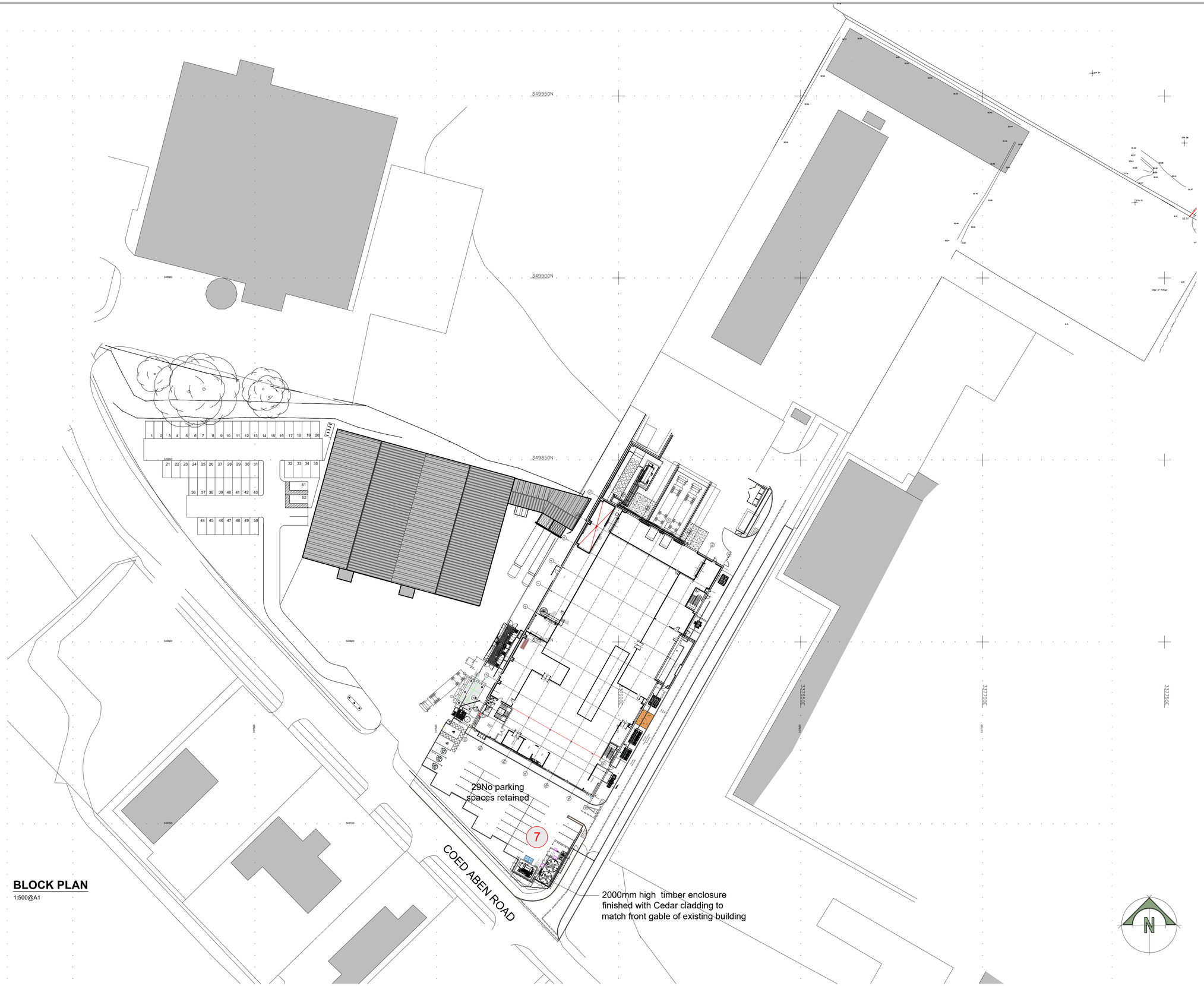
5.1.1 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results demonstrate that:

- Vehicle and pedestrian access to the unit will remain as approved and constructed under App Ref: App Ref: P/2021/1189, via a new access junction from Coed Aben Road.
- Swept path analysis demonstrates that the largest regular vehicles can access and egress the site in a forward gear and manoeuvre safely internally.
- On-site parking provision is expected to accommodate expected parking demand based on the expected operation of the development.
- The availability of surplus parking on the Applicant's adjacent site is expected to accommodate expected parking demand based on the proposed use classes.
- Based on this expected trip generation based on the anticipated operation of the site, it can be reasonably concluded that the development will have not have a *'severe'* impact on the local highway network.

5.2 Conclusion

5.2.1 In conclusion, based on the evidence and analysis within this report, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDIX A Proposed Site Layout



BLOCK PLAN
1:500@A1

BLOCK PLAN AS EXISTING/PROPOSED

DO NOT SCALE THIS DRAWING

IMPORTANT
DRAWING TO BE READ IN CONJUNCTION WITH STRUCTURAL ENGINEER'S DRAWINGS & INFORMATION

PLEASE NOTE

Due to the age, materials, construction & layout of existing buildings dimensions and levels may vary according to location.
Whilst best efforts are made, wall thicknesses sometimes differ according to height & walls which are not straight & may 'bend' mid-run. Also due to slightly sloping ceilings/floors, clear heights may differ dependant on where existing measurements are taken.

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All dimensions and levels depicted are subject to checking and verified on site prior to construction. Any discrepancies are to be immediately notified to DPA. Figured dimensions to be used only.

The information contained in this drawing must only be used at the named location. The location of any services indicated on this drawing are approximate only and must be checked on site by the main contractor before commencing works.

Client/Contractor is to be responsible for locating any underground services.

CDM Regulations - Where applicable the designers hazard identification sheets to be read in conjunction with all consultants drawings, specifications and existing record drawings. It is considered that a competent contractor will be able to identify hazards associated with the project from the information above, and take the necessary precautions to deal with any risks to health and safety.
CDM - for the avoidance of doubt the Principal Contractor is reminded that he is fully and solely responsible for the day-to-day management of site safety.

Compliance with the construction design and management regulations(CDM) is the sole responsibility of the client unless we are otherwise instructed in writing.

CONSTRUCTION NOTES GENERALLY:
Notwithstanding anything contained in this document or any other document forming part of the basis of the works every aspect of the works/installation is to comply with all requirements and all recommendations of all relevant Associations, Manufacturers, BRE Digests, British Standards, Codes of Practice, Building Regulations, Bye-Laws, Acts, Regulations, Planning Authority, Environmental Health Department, Fire Authorities, Water Authorities, Gas Autghority, Electricity Authority, Institute of Heating and Ventilating Engineers and IEE Regulations.

PRE- CONSTRUCTION GOODWILL ADVICE NOTES GENERALLY:
Prior to commencement of **any** site works ensure the following(where applicable) have been fully addressed:

- Local Authority Pre-commencement Planning Conditions have been submitted and discharged.
- CIL (Community Infrastructure Levy) Pre-commencement CIL forms have been completed and submitted to the local authority CIL team and an acknowledgement from LA CIL team received.
- Ecology Licence is in place prior to any demolition works on site.
- Demolition Notice Section 80 has been completed and submitted to the necessary authority
- Building Regulations Conditional Approval has been received.
- All public services locations, depths and types - eg gas, water, electricity, drainage, telecoms - to be fully identified
- All Covenants, Rights of Way etc to be investigated

To be read in conjunction with Philip Moren planning statement

1:500 5m 10m 15m 20m 25m 30m

Scale bars for information only and not for construction

NOT APPROVED FOR CONSTRUCTION

rev	description	date	author	checked
A	Planning Application	11/06/26	GE	

PLANNING

client
VILLAGE BAKERY WREXHAM LTD

project
W30 SD2, WREXHAM INDUSTRIAL ESTATE

drawing
BLOCK PLAN AS EXISTING/PROPOSED

project no.	date	scale
25016	05/26 drawn GE	1/500 @A1 1/1000 @A3

drawing no. P-03

revision A

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S=SURVEY
SK=SKETCH/FEASIBILITY
P=PLANNING
T=TENDER
BR=BUILDING REGULATION
AS=AS BUILT

APPENDIX B Swept Path Analysis (source: XO Square)

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USE FIGURED DIMENSIONS, DO NOT SCALE. CHECK ALL DIMENSIONS ON SITE BEFORE FABRICATION OR SETTING OUT.

ALL INTERNAL MANHOLES TO HAVE DOUBLE SEALED COVERS

GENERAL NOTES

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2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS.
3. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.

FTA DESIGN ARTICULATED VEHICLE (2016)
DESIGN VEHICLE USED FOR SWEPT PATH / TURNING ASSESSMENT.

VEHICLE DIMENSIONS:
OVERALL LENGTH: 16.480 M
OVERALL WIDTH: 2.550 M
OVERALL BODY HEIGHT: 3.870 M
MINIMUM BODY GROUND CLEARANCE: 0.515 M
MAXIMUM TRACK WIDTH: 2.470 M
LOCK-TO-LOCK TIME: 3.00 S
KERB-TO-KERB TURNING RADIUS: 6.600 M

ARTICULATION LIMITS:
MAXIMUM HORIZONTAL ARTICULATION: 90°
MAXIMUM VERTICAL ARTICULATION: 10°

Silos, silo bases and setting to be confirmed and agreed. Armco TBA

FLO-A

FLO-C

FTA Design Articulated Vehicle (2016)

FTA Design Articulated Vehicle (2016)

SCALE 1:250

Rev	Date	By	Description
P1	10.06.26	BH	PLANNING ISSUE

REVISIONS

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Client

VILLAGE BAKERY

Project Name

VILLAGE BAKERY

Drawing Title

VEHICLE TRACKING

Drawing Status	Project No
PLANNING	XOS-204

Drawn	Approved	Scale	First Issue	Size
BH	EP	1:250	27/03/2026	A1

JOB No.	COMPANY	ZONE	LEVEL	TYPE	ROLE	DRAWING No.	REVISION
204	XOS	XX	XX	DR	C	5900	P1