



Transport Statement

Unit E Dowlais Top Retail Park, Merthyr Tydfil

North West Industrial Estates Ltd

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Basis of Report

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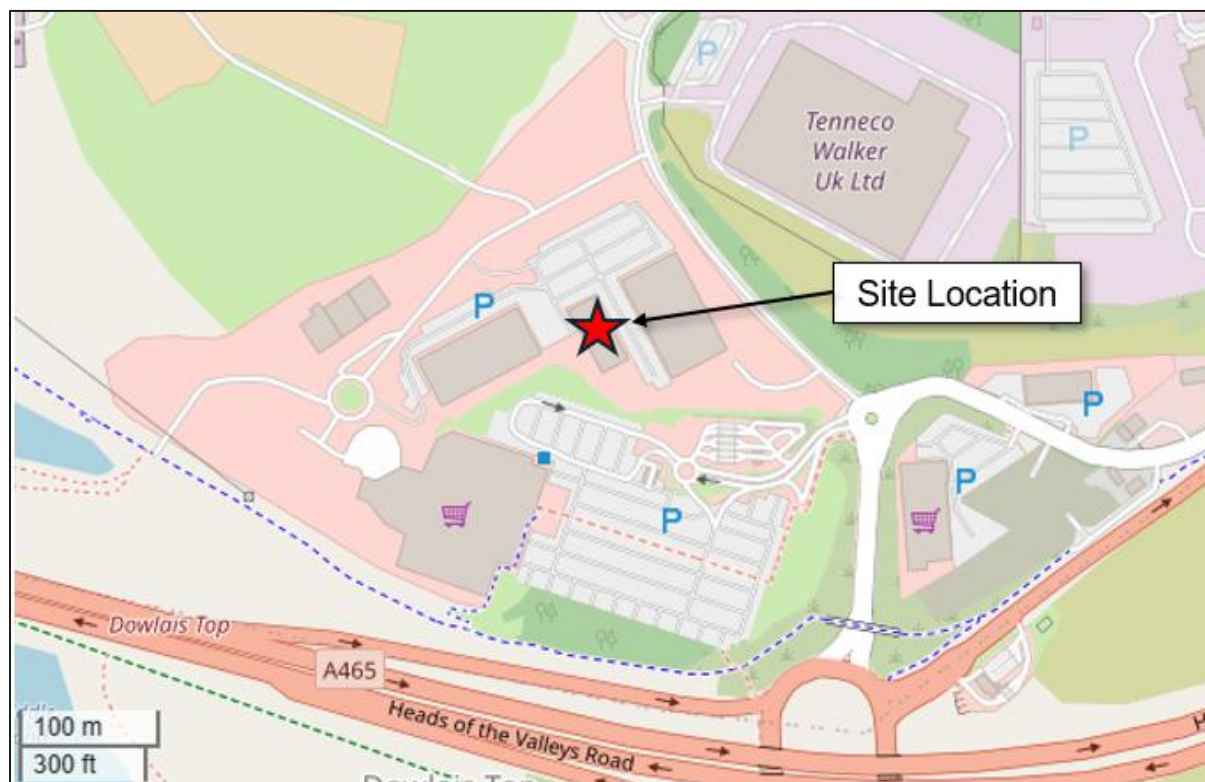
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1.0 Introduction

- 1.1 SLR Consulting Limited (SLR) has been appointed by North West Industrial Estates Ltd to produce a Transport Statement (TS) to accompany a planning application for a change of use at Unit E in Dowlais Top Retail Park, Merthyr Tydfil.
- 1.2 The location of the site is shown in red with respect to the surrounding area in **Figure 1.1**.

Figure 1.1 Site Location



Source: OpenStreetMap

- 1.3 The site falls under the jurisdiction of Merthyr Tydfil County Borough Council, who are both the Local Planning Authority and the Local Highway Authority for the proposed development.
- 1.4 The site comprises an existing non-food retail unit, most recently occupied by a carpet retailer. The development proposals seek to replace the non-food retail unit with a discount food store, envisaged to be Iceland Food Warehouse, which sells a combination of frozen and non-frozen goods.
- 1.5 It is proposed that there will be no changes to the access arrangements, car parking or servicing arrangement for the site, and the existing building will be retained.
- 1.6 The immediately adjacent retail units will be unaffected by the development proposal. No change of use is proposed for the adjacent units.



Report Structure

- 1.7 Following this introductory chapter, the remainder of this TS is structured as follows:
- **Section 2: Baseline Conditions** – discusses the existing site location, the surrounding highway network, reviews the accident record on the immediate highway network and describes the accessibility of the site by sustainable modes of transport;
 - **Section 3: Proposed Development & Trip Impact** – sets out the development proposals and considers the potential net trip impact as a result of the proposals; and
 - **Section 4: Summary and Conclusions** – summarises the findings of the Transport Statement and provides the report conclusions.



2.0 Baseline Conditions

Site Location

- 2.1 The site is located within the Dowlais Top Retail Park, approximately 3.5km north east of Merthyr Tydfil. An aerial image of the site within the Dowlais Top Retail Park is provided in **Figure 2.1**.

Figure 2.1 Existing Site and Parking



Source: Fletcher Morgan Brochure, 2025

- 2.2 As can be seen in **Figure 2.1** existing store includes a total of 134 spaces. In addition, there is further parking for retail park customers to the east, outside the Dunelm (approximately 75 spaces) and to the west, outside the B&M (approximately 70 spaces).
- 2.3 The west of the site includes a servicing and delivery yard.

Local Highway Network

Dowlais Top Retail Park Road Network

- 2.4 The internal road network of the Dowlais Top Retail Park can be accessed via the Dowlais Junction on the A465 Heads of the Valleys Road which leads to an internal 4-arm priority roundabout. The site is accessed from the northwestern arm of this roundabout, with Lidl accessible via the eastern arm and Asda from the western arm.
- 2.5 The Dowlais Top Retail Park provides a network of footways with street lighting, and uncontrolled pedestrian crossings within its car parks to enable pedestrian movements.



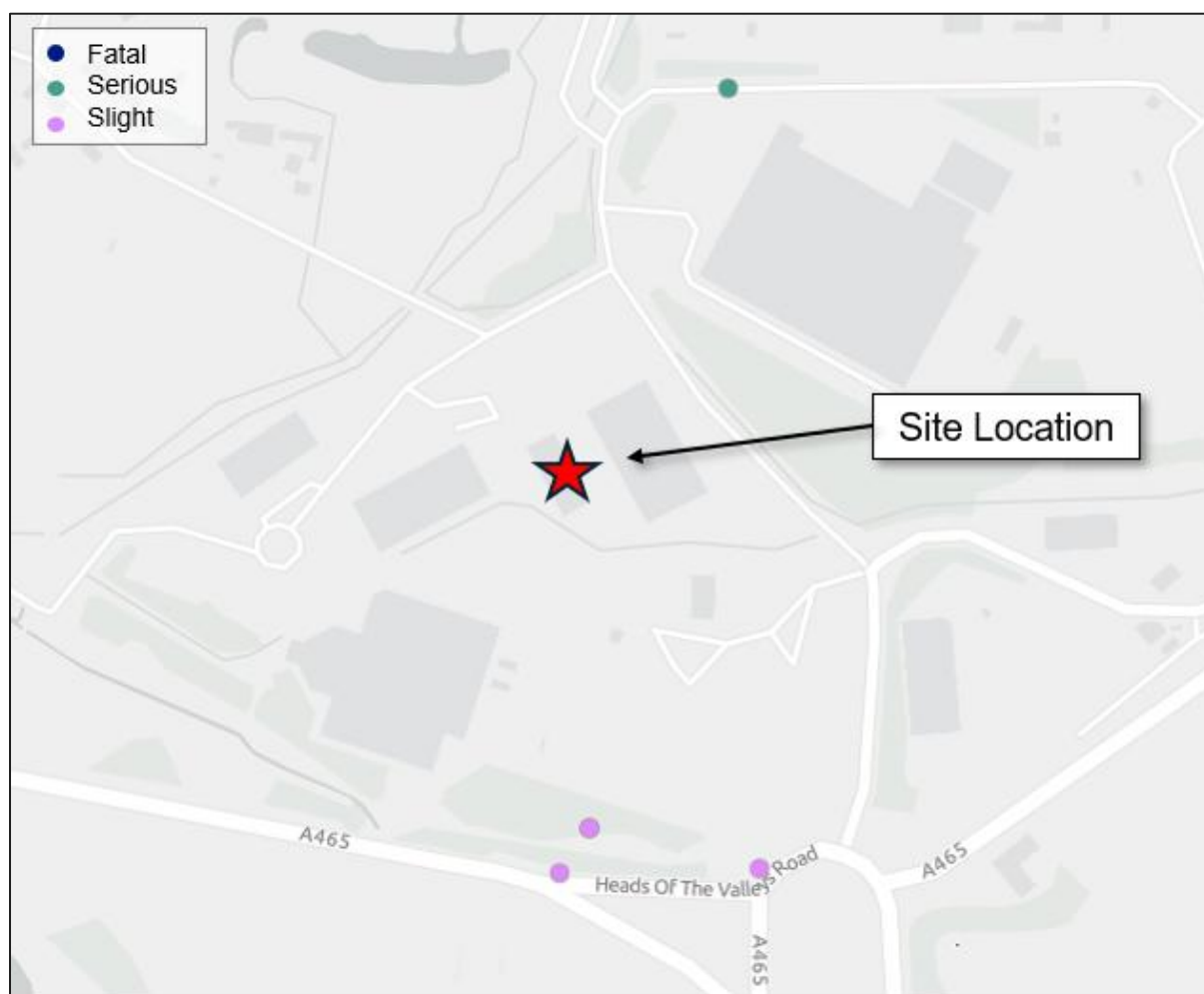
A465 Heads of the Valleys Road

- 2.6 The A465 Heads of the Valleys Road spans from the M4 in the west to Abergavenny in the east, passing through Dowlais Top as a dual carriageway. The Dowlais Junction connects the A465 with the Dowlais Top Retail Park to the north and High Street and the A4060 to the south.
- 2.7 The recent upgrade of the A465 Heads of the Valleys Road Dowlais Junction included footways to facilitate pedestrian movement to and from the Retail Park from the south west.

Highway Safety Records Review

- 2.8 The Department for Transport's Mapping Application for Visualising Road Injury Casualties (MAVRIC) tool has been used to examine Personal Injury Collision (PIC) data for the latest available five-year period (January 2019 to December 2023).
- 2.9 The site area and PIC locations are shown in the extract from MAVRIC presented in **Figure 2.2**.

Figure 2.2 Accident Data 2019-2023



Source: MAVRIC Tool, Department for Transport

- 2.10 As seen in **Figure 2.2**, during the latest available five-year period, four PICs were recorded in the vicinity of the site, three of these being recorded as slight and one recorded as serious.



- 2.11 The serious PIC occurred in 2019 on the access road to the industrial estate to the north east of the site and involved a motorcyclist who was the singular casualty.
- 2.12 The three slight PICS occurred on the A465 Heads of the Valley Road roundabout which includes the access road to the Dowlais Top Retail Park. Two of these PICs occurred in 2020 and one in 2021 with the casualties being car drivers or car occupants. It should be noted that a substantial upgrade of the A465 Heads of the Valley Road has been completed since these PICs were recorded.
- 2.13 The above demonstrates a generally low PIC rate within the study area during the latest five-year period. It important to note that no PICs were recorded in the immediate vicinity of Dowlais Top Retail Park during the latest available five-year period.
- 2.14 It is concluded there are no recurring collision types or causes in the vicinity of the site that require remedial measures.

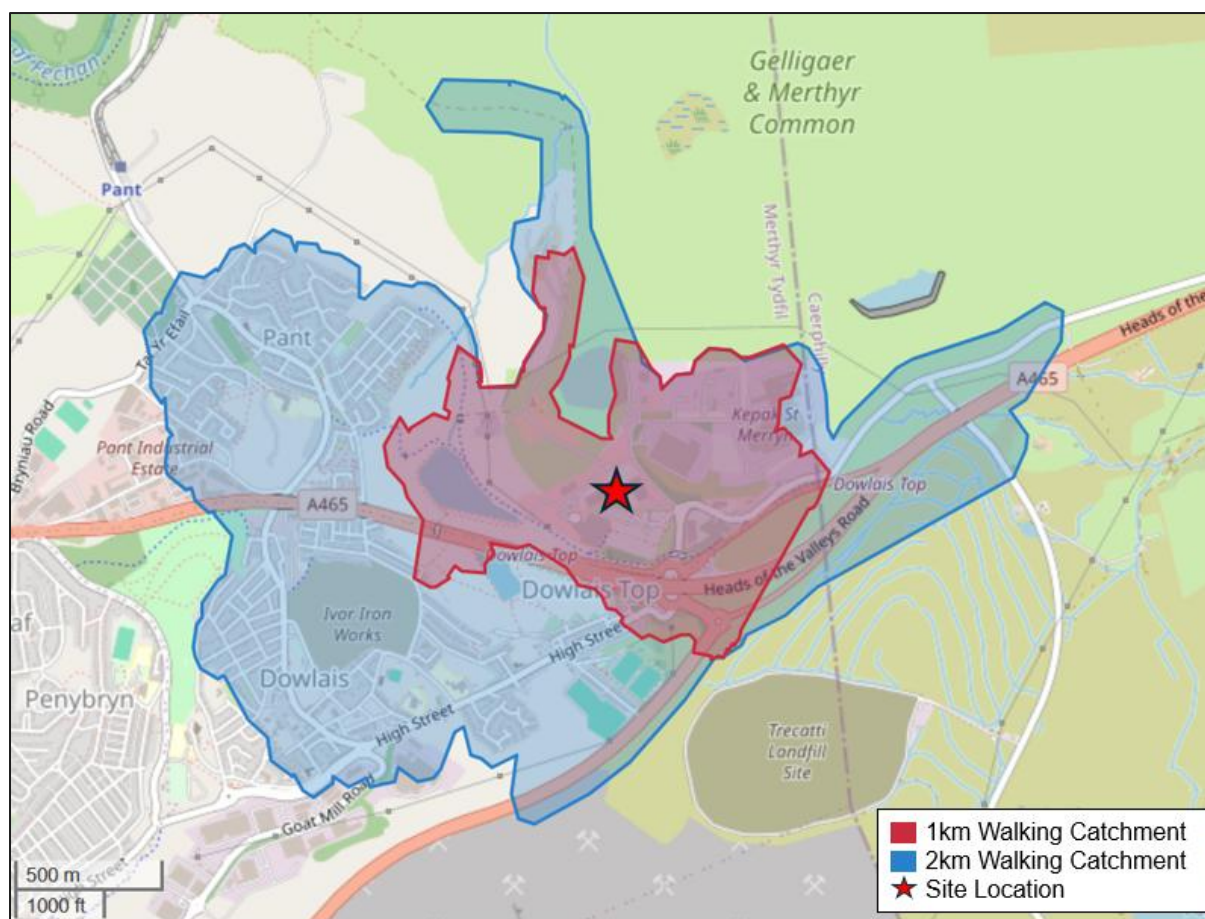
Sustainable Transport Accessibility Review

Accessibility on Foot

- 2.15 Within the Dowlais Top Retail Park, there is a network of footways and uncontrolled pedestrian crossings within its car parks to support pedestrian movements. Informal markings are provided to highlight the presence of pedestrian crossing areas within the car park layouts.
- 2.16 Industry guidance suggests that an acceptable walking distance for commuting purposes is 1km, with the preferred maximum distance of 2km. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 2.17 An analysis of the pedestrian routes in the area has been completed to identify areas situated within 1km and 2km catchments (see **Figure 2.3**).



Figure 2.3 Indicative Pedestrian Catchment (1km & 2km)



Source: Iso4App API

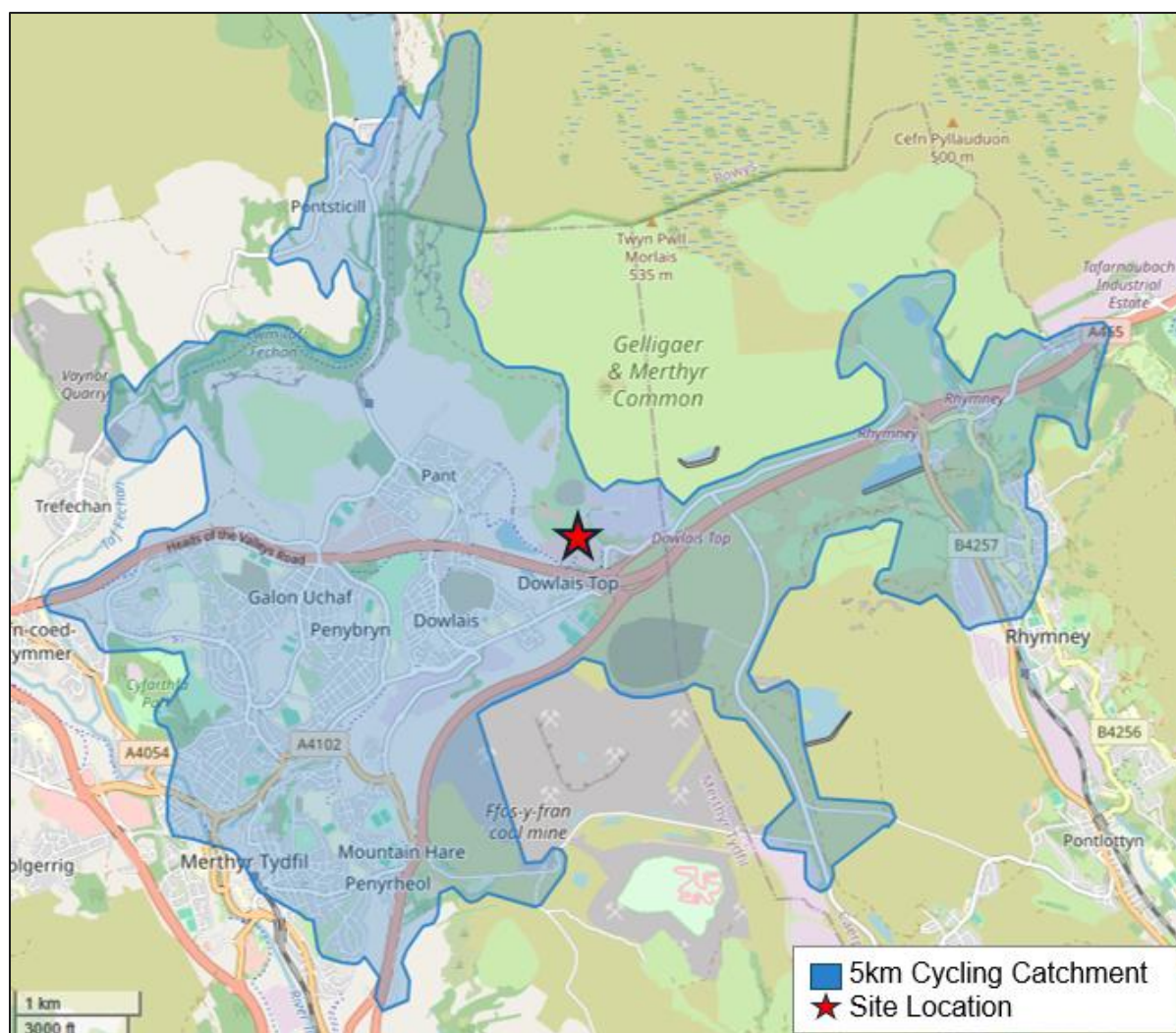
- 2.18 As demonstrated in **Figure 2.3**, the 2km pedestrian catchment includes key residential areas such as Pant and Dowlais. There is opportunity for staff of the proposed development living within these areas to commute to the site on foot.

Accessibility by Cycle

- 2.19 An alternative mode of travel to the site could be achieved by cycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 2.20 **Figure 2.4** shows an initial 5km cycle catchment from the site, equating to a journey of approximately 25 minutes using a leisurely cycle speed of 12km per hour.



Figure 2.4 Cycling Catchment (5km)



Source: Iso4App API

- 2.21 As seen in **Figure 2.4**, the site is accessible by cycle from key residential areas such as Dowlais, Pant, Penybryn, Galon Uchaf, Penyrheol and central Merthyr Tydfil.
- 2.22 In addition, the site benefits from close proximity to the National Cycle Network (NCN) Route 46 which includes a traffic-free section that passes to the south of the site, as show in **Figure 2.5**.



Figure 2.5 NCN Route 46



Accessibility by Public Transport

- 2.23 The site is well-positioned to be accessed by staff and consumers by local bus services.
- 2.24 The Asda store to the south west of the site includes a bus stop serviced by the No. 51 and No. 53 bus services. The stop provides a shelter and timetable. While the distance from the bus stop to the site is 100m, the walking distance is approximately 750m which equates to an 9-10-minute walk using the footways provided around the retail park.
- 2.25 Both the No. 51 and 53 provide regular services between Merthyr Tydfil and Bargoed, with the 51 also offering services to Caerphilly. The frequency of services to / from Bargoed is every 20-30 minutes and hourly to / from Caerphilly Monday to Saturday. On Sundays, the 51 provides three services to / from Bargoed.



3.0 Development Proposals and Trip Impact

Access and Layout

- 3.1 The development proposals represent a change of use from Retail (Non-food, Class A1) to Retail (Food, Class A1) which will accommodate the Iceland Food Warehouse store envisaged for the site, selling a combination of frozen and non-frozen goods (discount food). The total net floor area is 734sqm (8000sqft).
- 3.2 The proposed change of use will not alter the shape or extent of the existing ground floor area of the unit, and there will be no changes to the site access from the A465 Heads of the Valleys Road.
- 3.3 The Merthyr Tydfil County Borough Council's parking standards are the Wales Parking Standards (2008) which for shops does not distinguish between non-food retail or discount food retail. As such, the existing level of parking will remain (discussed further in subsequent sections).
- 3.4 Servicing will continue to be coordinated in the service yard to the west of the site, with access via the car park. It is anticipated there will be one HGV delivery a day associated with the new Iceland Food Warehouse Store, and it is also anticipated that the store will operate an online delivery service out of the site using smaller vans.

Trip Impact

- 3.5 In order to consider the potential traffic impact of the site, the TRICS database has been interrogated to compare the traffic generating potential of the existing non-food retail development with the proposed discount food retail development.
- 3.6 For comparison purposes, the ground floor area of 734sqm has been used to calculate the trip generation of the proposed site.

Non-Food Unit Trip Generation

- 3.7 The TRICS database includes trip rates for similar non-food sites to Unit E. The following criteria have been selected:
- 01 – Retail, G – Other Individual Non-Food Superstore.
 - Maximum 2,000 GFA;
 - Vehicles Only; and
 - Excluding Greater London and Republic of Ireland.
- 3.8 All trip rates from TRICS are included in **Appendix A**. For the weekday, there were three surveys available including two Pets at Home and one Supa Sofa. One survey was available for the weekend, a Next Outlet. The trip rates are based on Gross Floor Area and are set out in **Table 3.1**.



Table 3.1: Indicative Existing Non-Food Trip Generation

Peak	Trip Rate (per 100sqm)			Trip Generation (734sqm)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Weekday AM 8:00-09:00	0.072	0	0.072	1	0	1
Weekday PM 17:00-18:00	1.866	2.297	4.163	14	17	31
Weekend Peak (13:00-14:00)	3.166	3.364	6.530	23	25	48

- 3.9 As demonstrated, the existing site is estimated to have generated 1 arrival during the typical AM peak hour, and up to 31 two-way trips during the typical PM peak hour. On a typical Saturday, 13:00-14:00 could have seen up to 48 two-way trips.

Discount Food Store Trip Generation

- 3.10 The TRICS database includes trip rates that can be applied for the proposed discount food store. The following criteria have been selected:

- 01 – Retail, C – Discount Food Stores;
- Maximum 2,000 GFA;
- Vehicles Only; and
- Excluding Greater London and Republic of Ireland.

- 3.11 All trip rates from TRICS are included in **Appendix A**. For the weekday, six surveys were available, including three Aldi stores and three Lidl Stores. For the weekend, three surveys were available including two Aldi stores and one Lidl store were available. The trip rates are based on Gross Floor Area and are set out in **Table 3.2**.

Table 3.2 Indicative Discount Food Store Trip Generation

Peak	Trip Rate (per 100sqm)			Trip Generation (734sqm)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Weekday AM 8:00-09:00	3.186	2.082	5.268	23	15	39
Weekday PM 17:00-18:00	6.299	6.404	12.703	46	47	93
Weekend Peak (13:00-14:00)	9.728	9.973	19.701	71	73	145

- 3.12 As demonstrated, the site is forecast to generate up to 39 two-way trips during the typical AM peak hour, and up to 93 two-way trips during the typical PM peak hour. On a typical Saturday, 13:00-14:00 is forecast to generate up to 145 two-way trips.

Trip Generation Net Change

- 3.13 As indicated within this section, there is likely to be a change in vehicular trips because of the proposed change in use from a non-food retail store to a discount food store.
- 3.14 Based on the derived TRICS trip rates as presented above, the net change in trip demand is shown in **Table 3.3**.



Table 3.3: Indicative Trip Generation Net Change

Peak	Trip Generation (734sqm)		
	Arr.	Dep.	Two-way
Weekday AM 8:00-09:00	+23	+15	+38
Weekday PM 17:00-18:00	+33	+30	+63
Weekend Peak 13:00-14:00	+48	+49	+97

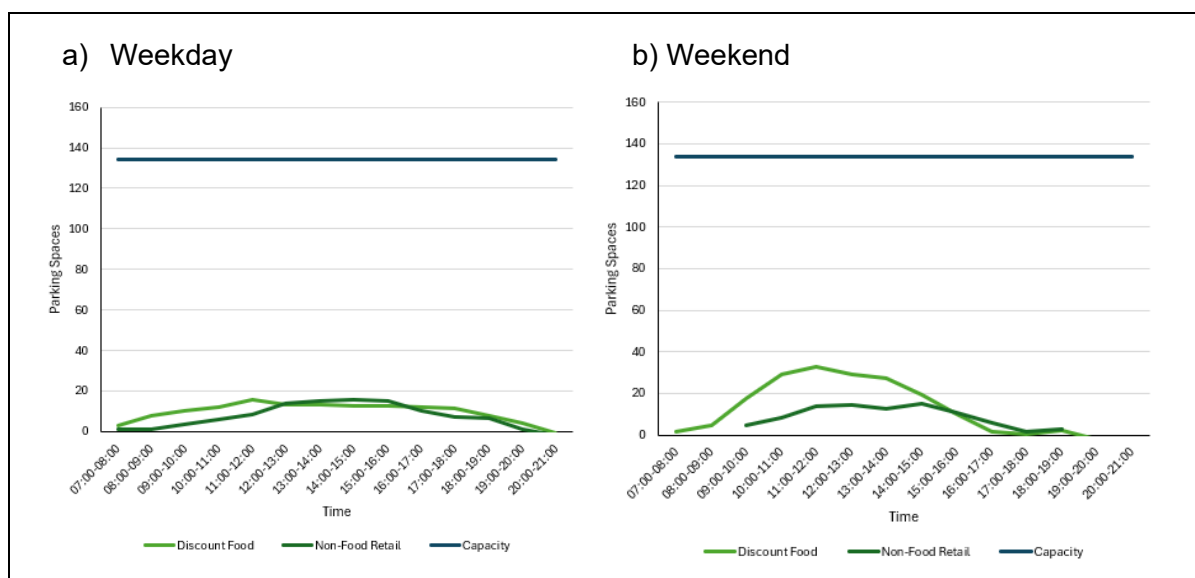
- 3.15 As demonstrated, a discount food store is forecast to generate 23 additional arrivals during the weekday AM peak, 33 additional arrivals trips during the weekday PM peak and 48 additional arrivals during the weekend peak compared to the existing non-food retail store.
- 3.16 In addition, the net change in trip movements presented in **Table 3.3** does not account for any linked trips with other uses in the retail park, or other trip types (i.e. pass-by, diverted, transferred etc). These are trips that are already on the network in the vicinity of the site or are already accessing the retail park parking areas.
- 3.17 Given that the site is located within proximity to additional and established retail stores (e.g. Dunelm, B&M, Asda and Lidl), providing the opportunity for customers to visit the proposed development and a number of other units whilst only making one trip, it is considered that the net change in trips would actually be less than the figures presented in **Table 3.3**.
- 3.18 Overall, it is considered that any additional vehicle movements associated with the proposed development would not significantly, adversely change the characteristics of the local highway network in the vicinity of the site. There would be a net increase in vehicle trips at the site access junction itself. However, during the weekend peak hour, when the net change in vehicle trips is the greatest, the proposed development is estimated to increase the quantum of traffic by 97 vehicles. This equates to an average of 1-2 additional vehicles per minute across the peak hour. Given that the existing site access on a cul-de-sac, with no through traffic, this is unlikely to have a material impact on the operation of the site access junction, and no capacity assessment is required.

Indicative Parking Accumulation

- 3.19 The Merthyr Tydfil County Borough Council parking standards are the Wales Parking Standards (2008) which state:
- “Although ‘retail parks’ may have shared parking, such developments will still require similar levels of parking to single stores, because of the longer duration of parking”*
- 3.20 Taking the above into consideration, the indicative parking accumulation assessment will be based on the capacity of spaces associated with the existing Carpetright store, 134 spaces. However, it should be noted the additional parking available for retail park customers at adjacent stores including Dunelm to the east (approximately 75 spaces) and the B&M to the west (approximately 70 spaces).
- 3.21 The indicative parking accumulation assessment has been based on the trip generation forecast to estimate the demand for parking spaces associated with a discount food retail unit and is presented in **Figure 3.1**.



Figure 3.1 Parking Accumulation Comparison



- 3.22 As demonstrated by **Figure 3.1**, the proposed development is not likely to significantly increase the demand for parking when compared to the existing store.
- 3.23 The peak demand in terms of car parking for the proposed development is between 11:00-12:00 on a weekend. This remains within the car park's capacity and presents a worst-case with some trips also likely to be linked to other retail stores in the area and not generated exclusively by the proposed Iceland store.
- 3.24 For comparison the maximum for the surveys which were used to calculate the trip rates have been extracted and are presented in **Table 3.4**. The maximum accumulations have been adjusted accordingly to represent the GFA of the development (734sqm).

Table 3.4 Maximum Parking Accumulation of TRICS Surveys

TRICS Reference	GFA (sqm)	Maximum Accumulation	Maximum Accumulation (Adjusted)
Weekday			
CA-01-C-01	1466	57	29
DH-01-C-01	1023	19	14
NN-01-C-01	1924	59	23
TW-01-C-02	1600	44	20
WS-01-C-06	1616	60	27
Weekend			
BR-01-C-02	1550	88	42
LN-01-C-03	1485	59	29
NG-01-C-01	1447	88	45

- 3.25 As demonstrated by **Table 3.4**, there is much variation amongst the adjusted maximum parking accumulation figures. However, the maximum adjusted value is 45 on a weekend, which is significantly below the car park's capacity of 134 spaces.



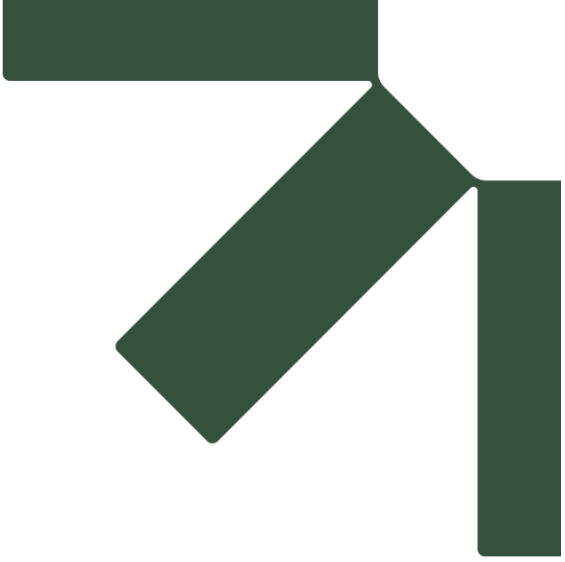
- 3.26 Therefore, the proposed car parking provision on site will be able to accommodate the parking demands of the proposed development and existing retail park under typical trading conditions.



4.0 Summary

- 4.1 SLR Consulting Limited (SLR) has been appointed by North West Industrial Estates Ltd to produce a Transport Statement (TS) to accompany a planning application for a change of use at Unit E in Dowlais Top Retail Park, Merthyr Tydfil.
- 4.2 An accessibility review has been undertaken to assess opportunities for travel to the site by all relevant travel modes and review the surrounding active and public transport provision.
- 4.3 The proposed development is well located in terms of existing walking and cycling routes. Bus stops are within a realistic walking distance of the site and provide frequent services to surrounding residential areas.
- 4.4 The existing and potential trip generation for the proposed development has been established through reference to the TRICS database.
- 4.5 It is likely that the development will generate additional trip movements, but many of these will already be on the network or accessing other units within the retail park and other food retail stores, thereby limiting the number of new trips.
- 4.6 Overall, although there is likely to be an increase in the number of trips to and from the site associated with the proposed development, not all of these trips will be completely new to the network local highway network. The site access already has a suitable level of infrastructure to serve a development of this type, and the supply of parking in the vicinity is suitable for the proposed use. Therefore, overall and on balance, it is concluded that the proposal would not adversely affect local highway network.





Appendix A TRICS Trip Rates



Making Sustainability Happen