



ttp consulting
transport planning specialists

Corona Vulcan Methyr Ltd

CYFARTHFA RETAIL PARK

**Transport Statement – Proposed
New Costa Coffee Drive-thru**

August 2024

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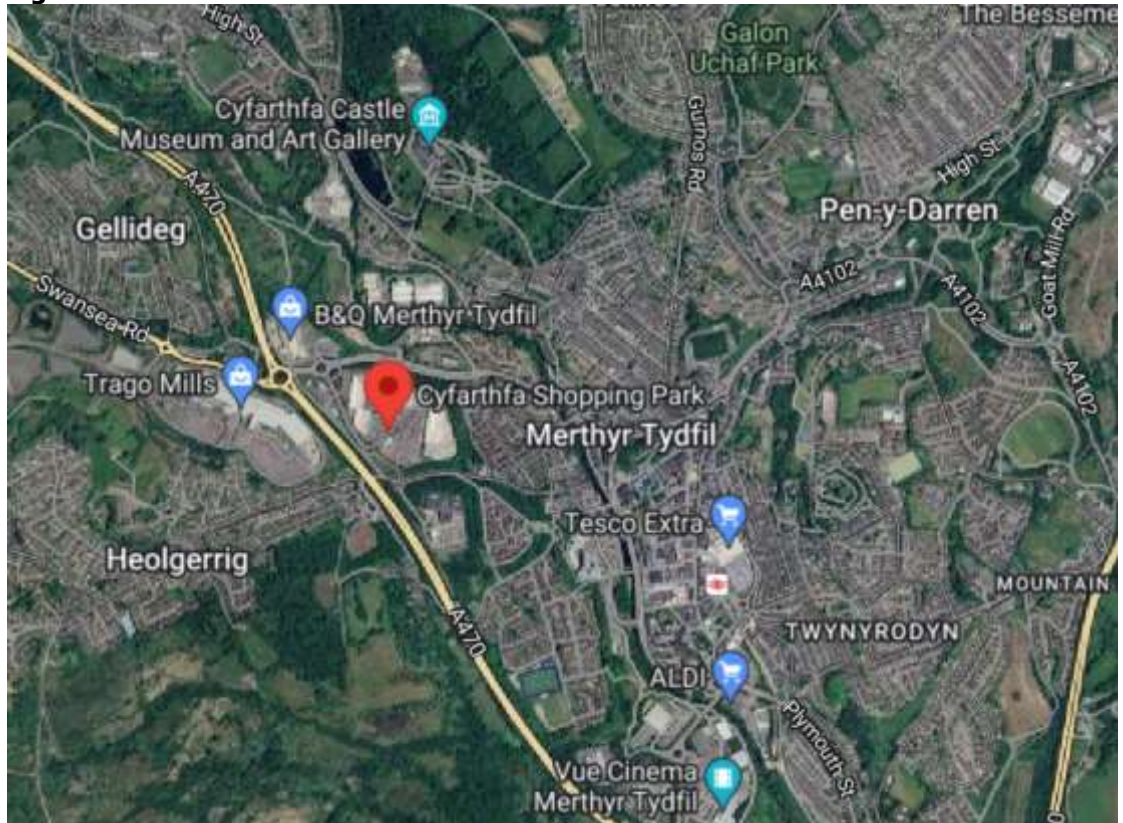
Appendices

Appendix A	-	Consented Scheme
Appendix B	-	Proposed Scheme
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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals to construct a new coffee shop with drive-thru facilities on the parcel of land to the south of the Cyfarthfa Retail Park in Methyr Tydfil.

Figure 1.1: Location Plan



- 1.2 The plot is currently undeveloped albeit benefits from consent (Ref: P/23/0254) to construct a Coffee Shop with drive-thru facilities as indicated on the plans in **Appendix A**. This report has been prepared to support an application to construct a coffee shop with drive-thru facilities albeit with changes to the layout as illustrated on the plans in **Appendix B**; the proposed changes are necessary to meet the requirements of the operator, Costa Limited. It considers the proposals in relation to the existing situation taking into account the consented scheme; it concludes that the proposals are acceptable in highways terms.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The Application Site, hereinafter referred to as the Site is located to the south of the Cyfarthfa Retail Park in Methyr. It is an irregular shape which is bound by a footpath to the west, highway to the east and landscaping to the north and south; the Site is currently undeveloped albeit does contain a totem sign for the Shopping Park.

Figure 2.1: Existing Site



- 2.2 The Cyfarthfa Retail Park comprises of three main retail terraces with car parking in front, plus a standalone unit in the car park which is occupied by Pizza Hut; tenants on the Park include Curry's, TK Maxx and Marks & Spencer along with Boots, Matalan, Next and Sports Direct. Currently there are two Costa Coffee shops on the Park with one in Next as a concession and the other in the north-eastern corner adjacent to Mountain Warehouse. In addition, Marks and Spencer have a coffee shop.
- 2.3 Other food and beverage offers in the immediate vicinity include KFC and McDonald's both of which have drive-thru facilities, plus Greggs and Subway to the north.
- 2.4 The closest residential is located immediately to the east of the Park north of Aberdare Road, and to the west of the A470.

The Consented Scheme

2.5 The consented scheme comprises of a 167sqm GIA coffee shop with drive-thru facilities with parking for up to 24 cars as indicated on the plans in **Appendix A** and **Figure 2.2** below.

- Access is provided via a new junction on adjacent road. Condition 5 of the permission requires details of a barrier as illustrated on Drawing 0015 Rev A02 (**Appendix A**) to be submitted to and approved by the Local Planning Authority and the barrier to be brought into use prior to the Coffee Shop opening for trading.
- Parking is provided for up to 24 cars which includes 1 space reserved for Blue Badge holders and 1 space for parents with small children.
- Deliveries would take place via the car park.
- Parking is provided for up to 4 bicycles with 2 Sheffield type stands to the south of the drive-thru lane entrance.

Figure 2.2: Consented Layout



Access by Non-Car

- 2.6 The Site is accessible by non-car being within walking or cycling distance of nearby residential with a number of bus services calling at stops in the immediate vicinity.
- 2.7 Walking and cycling are considered suitable modes of transport to replace car and public transport journeys for up to 2km and 8km respectively, with factors such as facilities, health and weather along with access to a car and journey purpose all influencing a person's choice to walk or cycle.
- 2.8 Although the A470 and A4102 acts as barriers, there is a network of footways and cycleways in the immediate vicinity that facilitate access to adjacent residential areas, with crossing points including dropped kerbs and tactile paving. **Figures 2.3** and **2.4** illustrate the 2km and 8km walking and cycling distances from the Site, with the latter including all of Methyr Tydfil; it is noted that the isochrones suggest that people can walk along the A470 which is not the case, with access to the properties on the west of the road possible via the underpass adjacent to B&Q or to the south via Pantycelyn Road.

Figure 2.3: Walking Isochrone Map

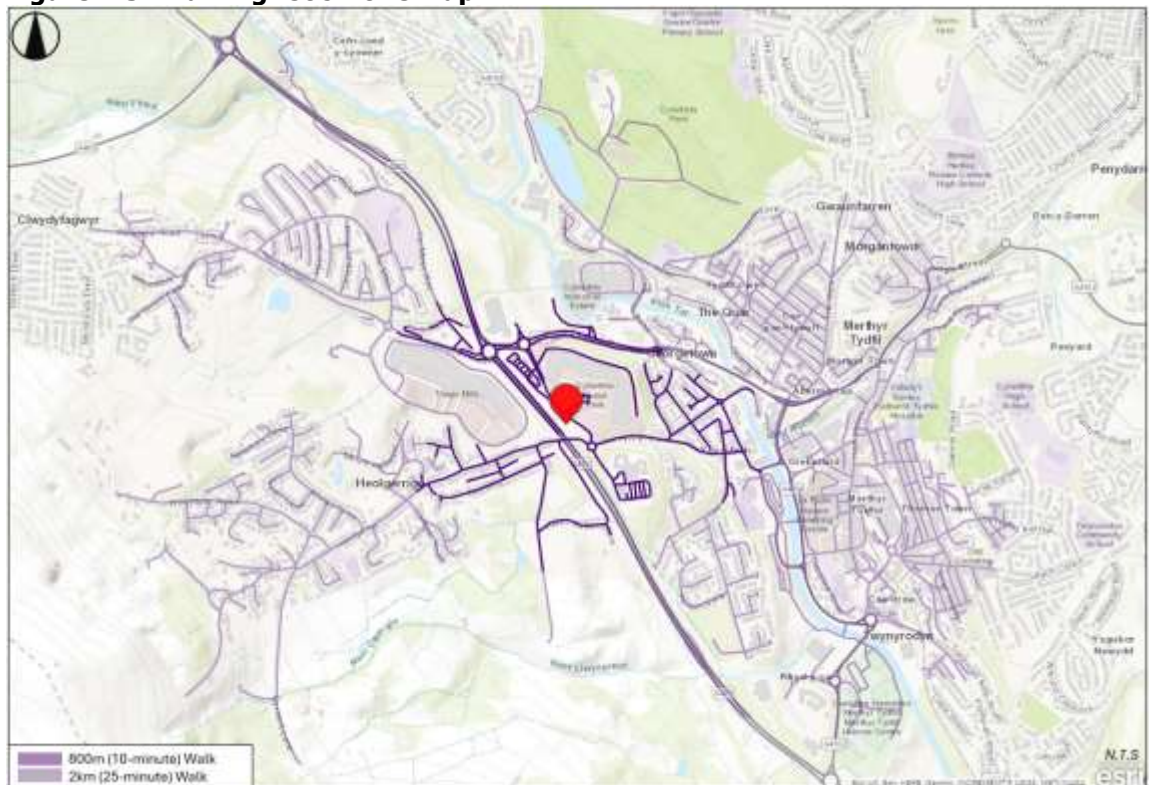
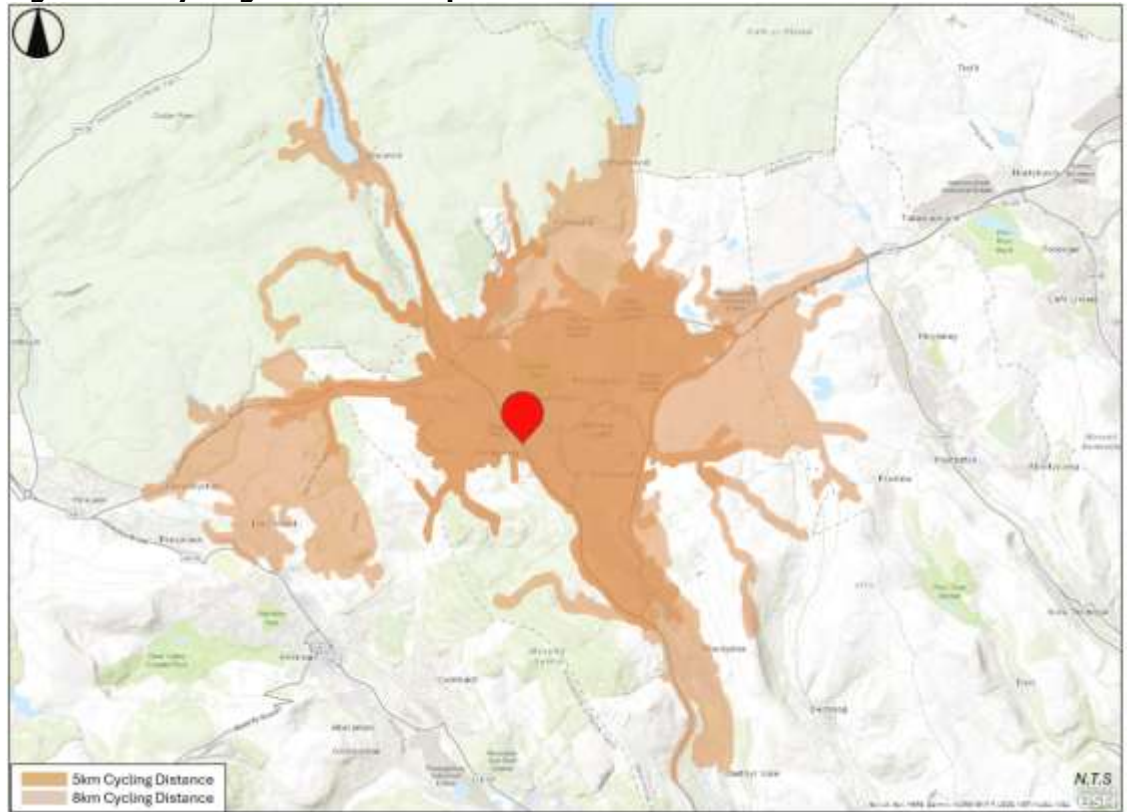


Figure 2.4: Cycling Isochrone Map



- 2.9 The closest bus stop is located approximately 100m to the north adjacent to Sports Direct and is served by southbound buses on Routes 9, 22, 23, 25, 78, 89 and 172 along with T4 and T14, with northbound services available from the stop a further 50m to the north; access to the southbound bus stop from the Site is possible via an uncontrolled crossing at the entrance to the Park, or via a signalised crossing located between the two bus stops.
- 2.10 The bus services provide connections to Aberdare (Route 9), Abergavenny (Route 78), Twyncarmel (Route 23) and Trefechan (Route 25) along with Methyr Tydfil.

Highway Network

- 2.11 The Retail Park access road which runs in a broadly north-south orientation to the east of the Site is a single carriageway road with one lane in each direction widening on the approaches to junctions. It facilitates access to the Park, connecting to Aberdare Road in the south and Swansea Road to the north; both junctions take the form of standard priority roundabouts. There are footways along both sides of the carriageway with street lighting at regular intervals, with double yellow no stopping restrictions along both sides.
- 2.12 Aberdare Road runs in a broadly east-west orientation to the south of the Park between Pantycelyn in the west and Penry Street in the east; it is a single carriageway road with one lane in each direction, with footways on both sides and street lighting at regular intervals. There are double yellow no stopping restrictions along both sides.
- 2.13 Swansea Road which forms part of the A4102 is a part dual part single carriageway road that runs in a broadly east – west orientation to the north of the Park. The road facilitates access between the A470 and further west and Methyr Tydfil in the east, with the section immediately north of the Park a dual carriageway with restricted pedestrian access via a footbridge. The junction with the A470 is a large priority roundabout.
- 2.14 The A470 is one of the main north south routes in the vicinity which facilitates connections between the M4 in the south and towns and villages to the north. It is a dual carriageway with restricted access, typically with two lanes in each direction widening on the approaches to junctions. It is subject to a 70mph with no pedestrian access.

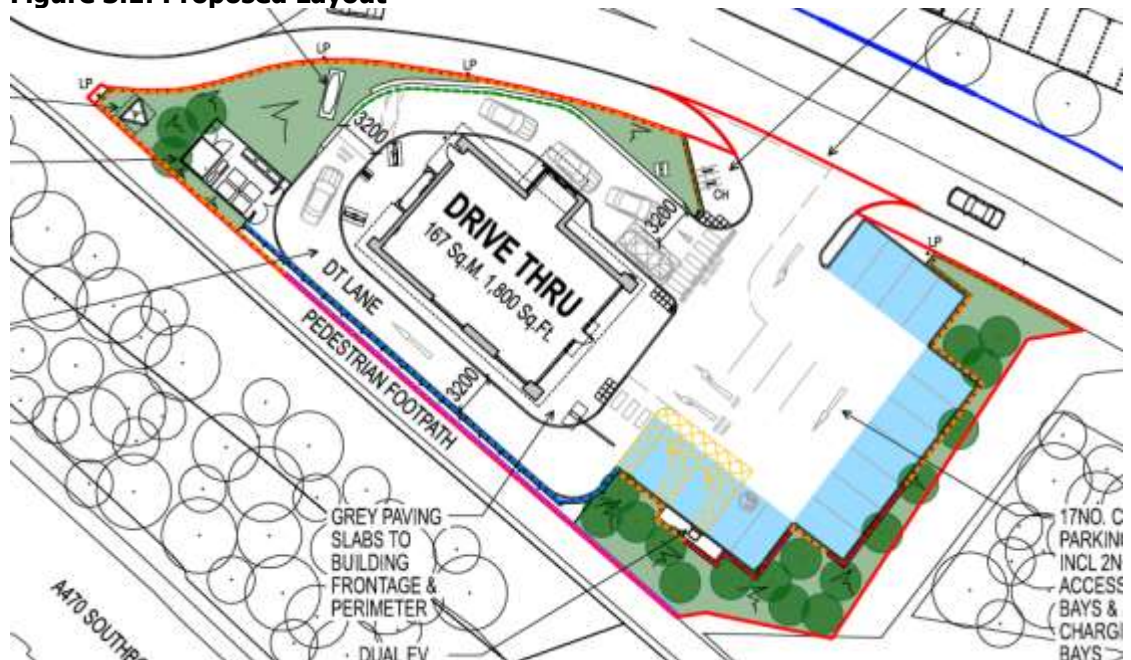
3 EFFECTS OF THE PROPOSED DEVELOPMENT

The Proposed Scheme

3.1 The proposed scheme which occupies a smaller parcel of land includes a 167sqm Coffee Shop with drive-thru facilities along with parking for up to 17 cars as illustrated on the plans in **Appendix B** and **Figure 3.1**.

- Access is provided via a new junction on adjacent road broadly as per the consented scheme. The applicant is willing to accept a condition to submit and have approved by the Local Planning Authority a scheme which includes a barrier as per the consented scheme, to include the barrier being brought into use prior to the Coffee Shop opening for trading.
- Parking is provided for up to 17 cars which includes 2 spaces reserved for Blue Badge holders and 2 spaces with EV Charging facilities.
- Deliveries would take place via the car park.
- Parking is provided for up to 4 bicycles with 2 Sheffield type stands adjacent to the entrance to the car park.

Figure 3.1: Proposed Layout



Access Arrangements

- 3.2 The proposed development includes the creation of a new access broadly as per the consented scheme with left-in / left-out junction on the Retail Park access road, with the layout able to accommodate a delivery and refuse vehicle as illustrated on the plans in **Appendix C**. As noted earlier, the Applicant is willing to accept a condition to install a barrier along the centre line of the adjacent highway to enforce the left-in / left-out arrangement, with drivers able to use roundabouts a short distance to the north and south to turn around.

Cycle Parking

- 3.3 Parking is provided for up to 4 bicycles in line with the consented scheme. The spaces which are located at the end of the drive-thru lane at the entrance to the car park will take the form of two Sheffield stands.

Car Parking

- 3.4 The proposed scheme includes parking for 17 cars which includes 2 spaces reserved for Blue badge holders and 2 spaces including EV Charging facilities. Although the proposed level of car parking is less than the consented scheme, it is considered to be sufficient by the proposed occupier, Costa, with no opportunities to park on the adjacent highway and adequate opportunities to park in the Retail Park car park opposite which is in the same ownership, with crossing facilities provided at the access roundabout.

Deliveries and Refuse Collection

- 3.5 All deliveries will take place via the car park as per the consented scheme, with deliveries using larger vehicles managed to avoid peak trading times. There are typically 3 food and 5 milk deliveries per week, with 1 delivery every two weeks for consumables. As noted earlier, the access has been designed to accommodate delivery vehicles.
- 3.6 The proposed scheme includes a bin store to the north of the building; it is envisaged that the drive-thru lane will be managed when a refuse collection is scheduled, typically with 1 to 2 refuse collections per week.
- 3.7 Swept path assessments for a typical delivery and refuse vehicle are included at **Appendix C**.

Drive-thru Lane

- 3.8 The drive-thru lane has been designed to accommodate vehicles up to and including a long wheel base transit van, with capacity to store 10 cars within the lane plus a vehicle in the large order bay in front of the collection bay which is broadly the same length as the consented scheme. Swept path assessments for a large car exiting the drive-thru lane are included at **Appendix C**.

Trip Generation

- 3.9 The proposed Coffee Shop would have a gross floor area of 167sqm which is the same size as the consented scheme and that considered by the Local Highway and Planning authorities for the 2018 and 2023 permissions. The number of trips associated with the consented scheme was based on surveys at two existing Costa franchises in Banbury and Didcot, both of which are larger than that proposed here. Table 6 of the submitted Transport Assessment, repeated below for ease of reference, sets out the potential number of vehicles for the weekday morning and evening peak hours, and for the Saturday afternoon peak hour, with 88 two-way trips in the morning peak hour, 80 two-way trips in the afternoon peak hour, and 119 two-way trips in the Saturday midday peak hour.

Table 6: Potential Vehicular Movements – Merthyr Tydfil Coffee Drive-Thru (167m²)

Time Period	Arrivals		Departures		Combined	
	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
AM Peak Hour	28.751	48	24.069	40	52.820	88
PM Peak Hour	32.615	54	15.358	26	47.973	80
Sat MID Peak	39.229	66	31.996	53	71.225	119

Notes: 1. Vehicle trip rate are per 100m² GFA/GIA

- 3.10 As set out in the Transport Statement prepared for the consented scheme, the majority of trips are expected to be undertaken by car, the majority of the trips likely to be pass-by or linked, with a number of trips diverted from existing Costa outlets on the Park and potentially also some from McDonald's.
- 3.11 The proposed scheme would serve the same catchment, typically with approximately 50% using the drive-thru lane.
- 3.12 As such, given the nature of the proposed development along with the consented scheme, capacity assessments have not been conducted and mitigation measures are not required.

4 SUMMARY AND CONCLUSION

Summary

- 4.1 TTP Consulting is retained to provide highways and transport advice associated with proposals to construct a new Costa Coffee shop on a parcel of land adjacent to the entrance to Cyfarthfa Retail Park in Methyr Tydfil.
- 4.2 The plot is currently undeveloped. It does however benefit from planning permission to construct a new coffee shop with drive-thru facilities.
- 4.3 The proposals associated with this application are the same as those for the consented scheme with the exception of the number of car parking spaces.
- 4.4 The Site is accessible by all modes being within walking and cycling distance of nearby residential, with numerous bus services calling at stops in the immediate vicinity.
- 4.5 The proposed coffee shop is the same size as the consented scheme, with the majority of the trips anticipated to be secondary either diverted from existing facilities, linked to a visit to the local area or pass-by. As such, capacity assessments have not been conducted and mitigation measures are not required.
- 4.6 Although the level of car parking now proposed is less than the consented scheme, it is considered acceptable by the proposed tenant, is in line with policy and there is more than adequate available parking within the wider Retail Park car park with no opportunities to park on the adjacent highway.
- 4.7 Parking is provided for up to 4 bicycles which is the same as the consented scheme.
- 4.8 The Applicant is willing to accept a condition to implement a barrier down the centre of the adjacent highway to enforce the left-in / left-out arrangement, i.e. the same as that impose on the consented scheme.
- 4.9 All deliveries and refuse collection will take place from within the car park.

Conclusion

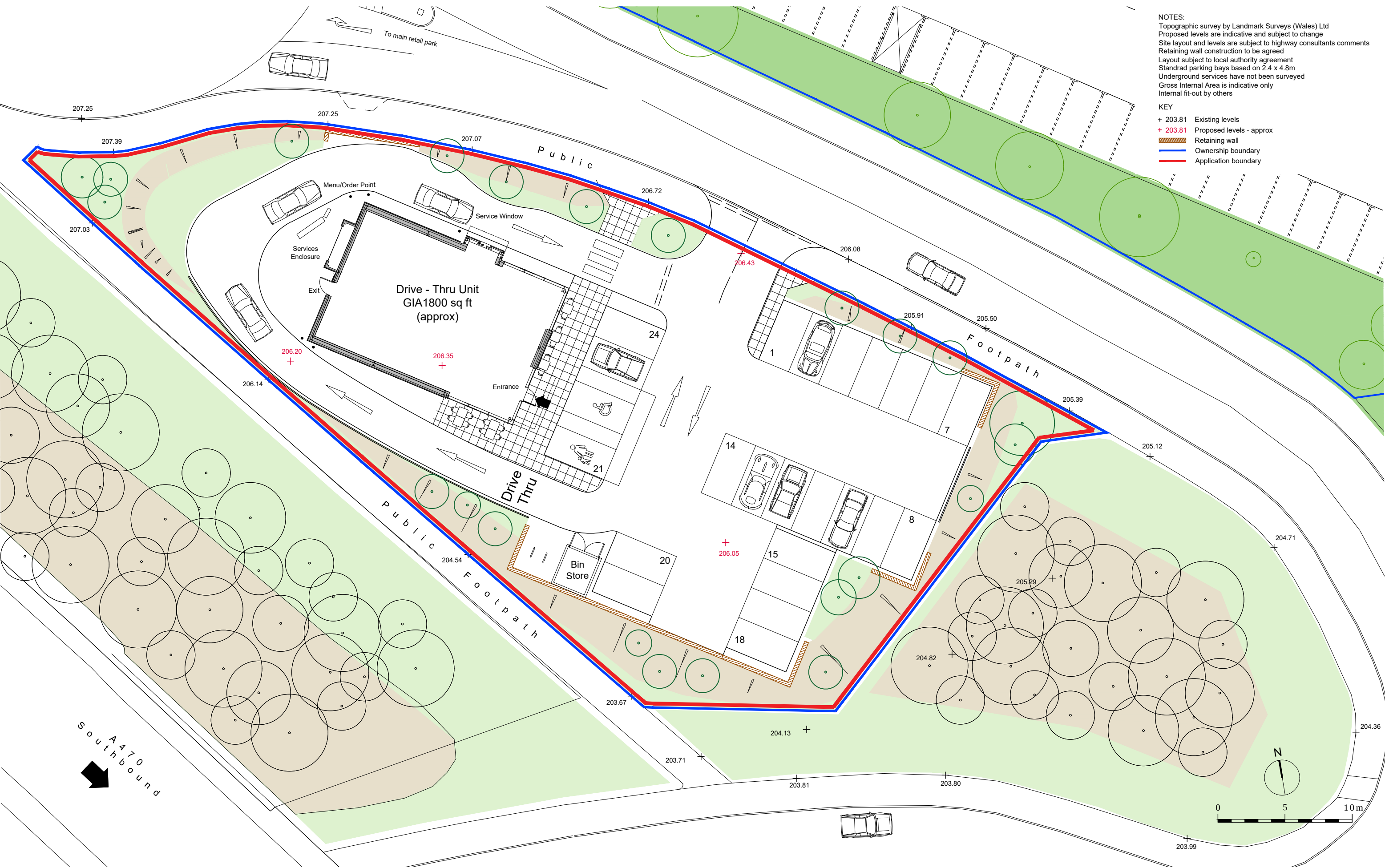
- 4.10 The proposed development is not materially different from that already deemed acceptable by the Local Highway and Planning authorities and as such should not be refused on in highways and transport grounds.

Appendix A

(Consented Scheme)

NOTES:
Topographic survey by Landmark Surveys (Wales) Ltd
Proposed levels are indicative and subject to change
Site layout and levels are subject to highway consultants comments
Retaining wall construction to be agreed
Layout subject to local authority agreement
Standrad parking bays based on 2.4 x 4.8m
Underground services have not been surveyed
Gross Internal Area is indicative only
Internal fit-out by others

- KEY
- + 203.81 Existing levels
 - + 203.81 Proposed levels - approx
 - Retaining wall
 - Ownership boundary
 - Application boundary



Figured dimensions and levels to be used.
Any inaccuracies must be notified to the architect.
Detail drawings and large scale drawings take precedence over smaller drawings.

Rev: A B
Minor adjustments to building footprint
Vehicular barriers, cycle stands added: bin store rotated: trees coordinated with landscape report
22.11.2018 IPF
04.12.2018 IPF

Rev: A B
Minor adjustments to building footprint
Vehicular barriers, cycle stands added: bin store rotated: trees coordinated with landscape report
22.11.2018 IPF
04.12.2018 IPF

Rev: A B
Minor adjustments to building footprint
Vehicular barriers, cycle stands added: bin store rotated: trees coordinated with landscape report
22.11.2018 IPF
04.12.2018 IPF

PRELIMINARY	✓
PLANNING	
DESIGN	
TENDER	
CONSTRUCTION	

powelldobson
ARCHITECTS

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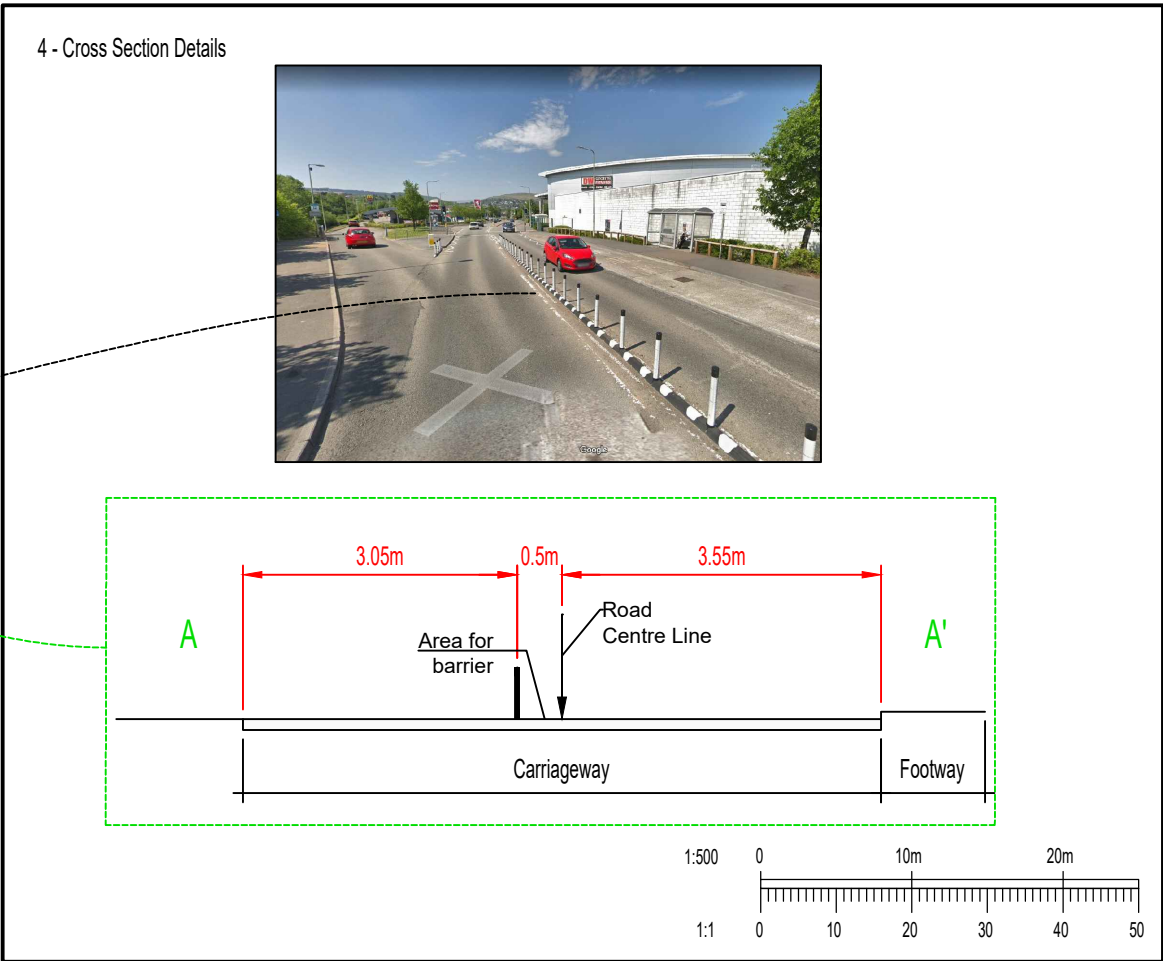
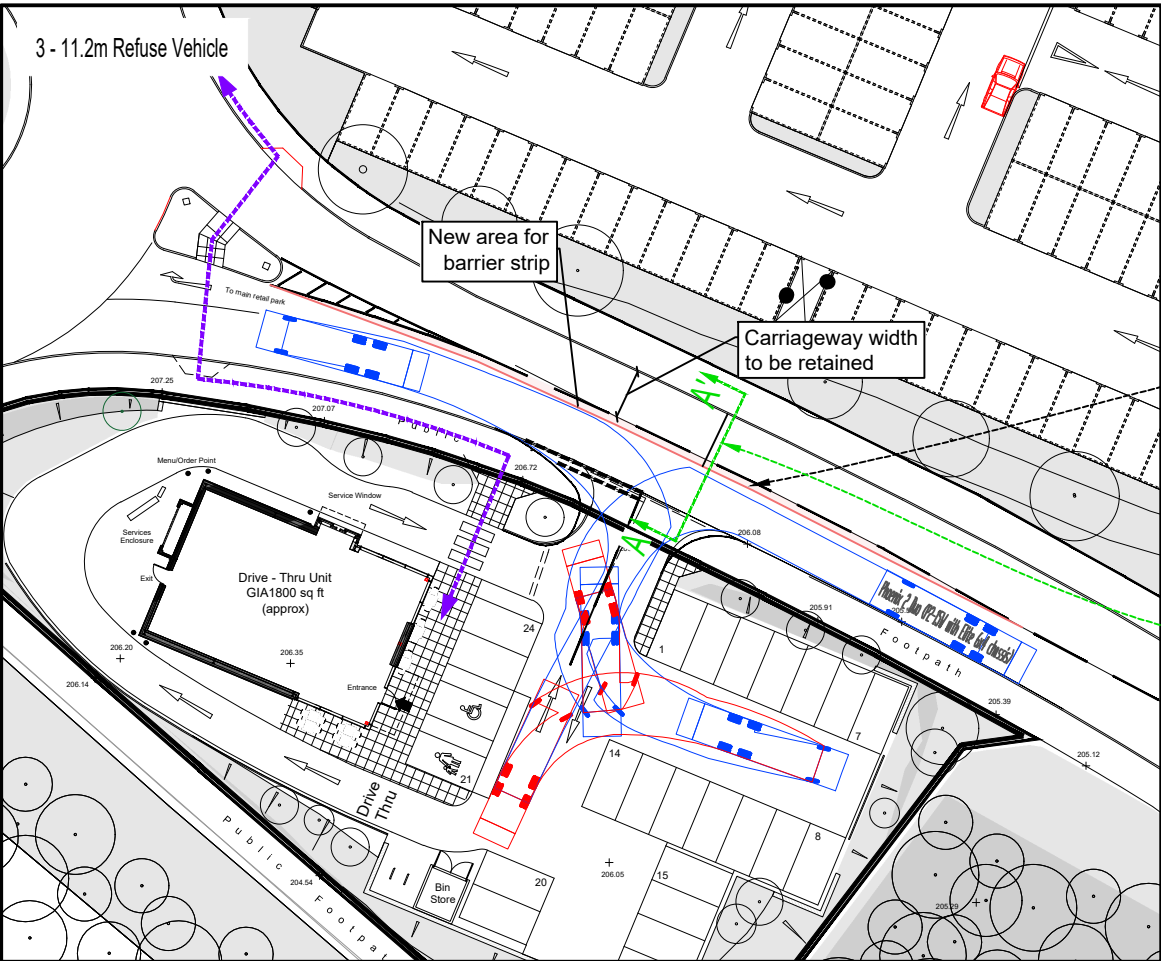
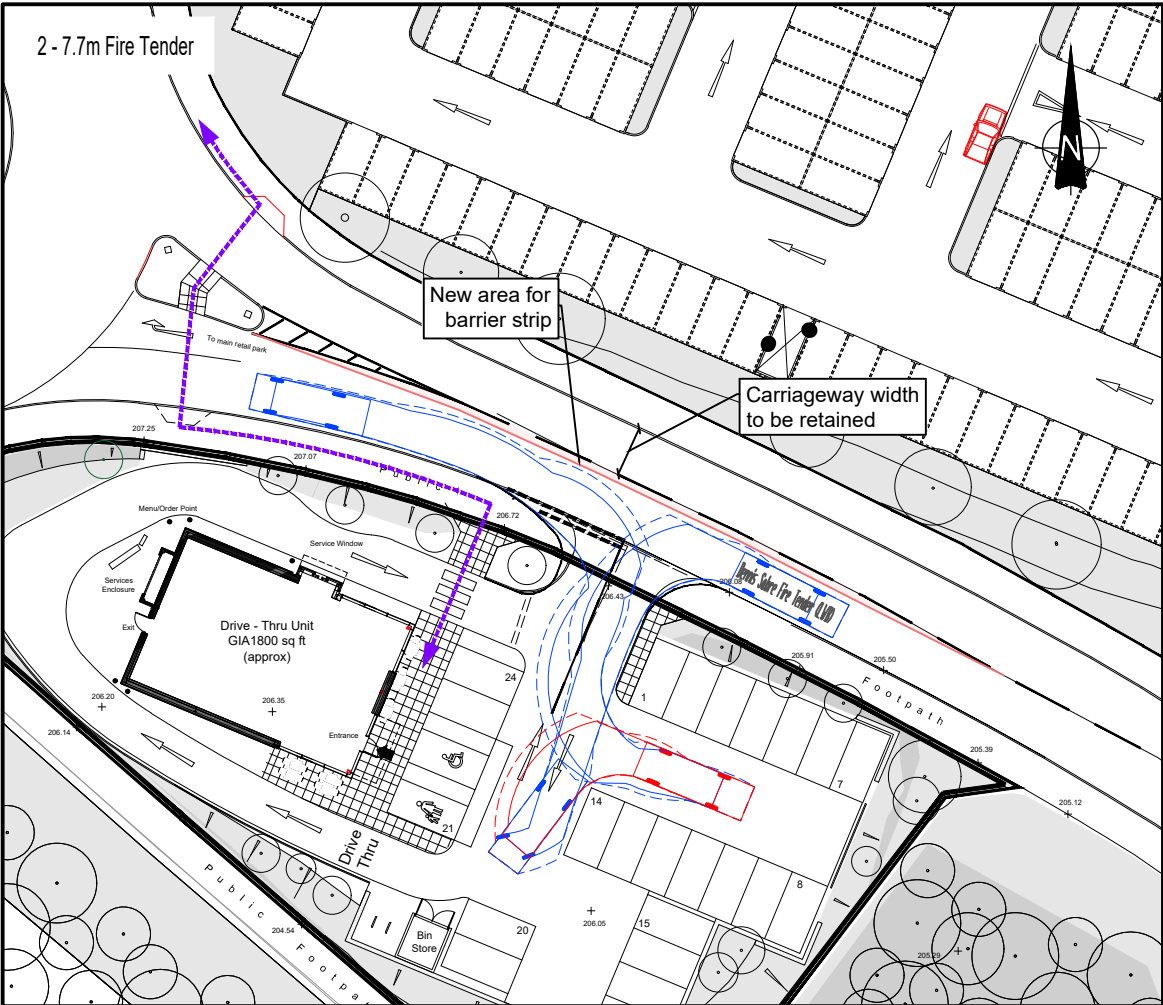
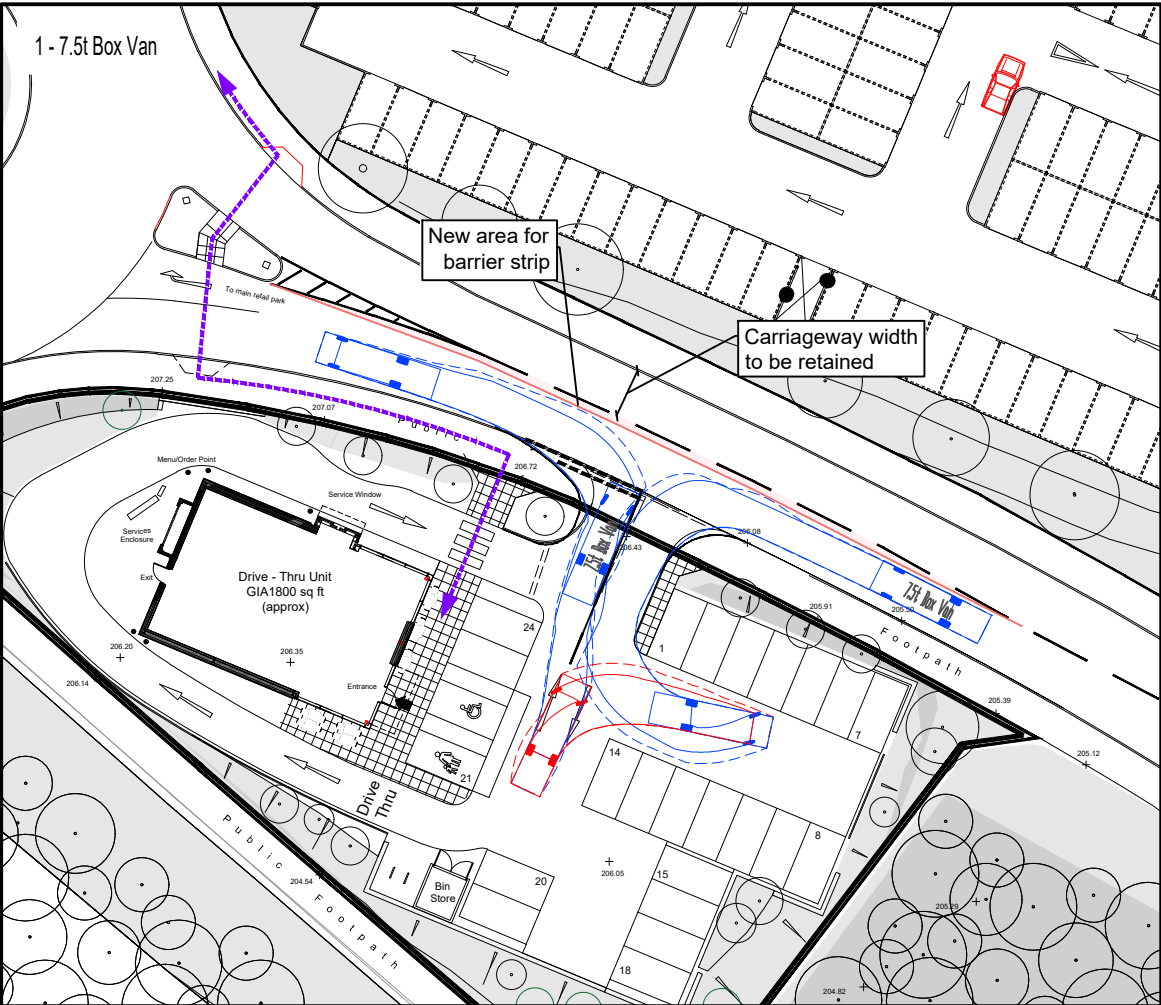
Contract: Drive-thru Unit
Cyfarthfa Retail Park, Merthyr Tydfil
Title: Proposed Site Plan

Drawing No. 18126 (05) 003
Rev. B

Scale: 1:250 @ A3
Date: Oct 2018
Drawn: ipf
Checked: CB

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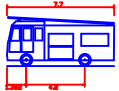


This drawing should not be scaled. Dimensions to be verified on site.
Any discrepancies should be referred to the Engineer prior to work being put in hand.

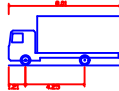
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KEY:

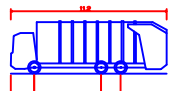
--- Pedestrian's Route
--- Potential Area for Barrier



7.5t Box Van
Overall Length 7.700m
Overall Width 2.400m
Overall Height 3.000m
Bin Body Ground Clearance 0.500m
Lock to Lock the 3.000m
Kerb to Kerb Turning Radius 7.400m



7.7m Fire Tender (LVB)
Overall Length 7.700m
Overall Width 2.400m
Overall Height 3.000m
Bin Body Ground Clearance 0.500m
Lock to Lock the 3.000m
Kerb to Kerb Turning Radius 7.400m



Phoenix 2 Jig (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.400m
Overall Height 3.000m
Bin Body Ground Clearance 0.500m
Lock to Lock the 3.000m
Kerb to Kerb Turning Radius 7.400m

Rev	Date	Description	By
A02	03.04.18	AMENDMENTS	TA
A01	01.04.18	ISSUE	TA

Amendments

Project
Teardrop Site, Cyfarthfa Retail Park, Merthyr Tydfil

Title

Coffee Drive Through

Client
Hammerson PLC



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Drawing Status

PRELIMINARY

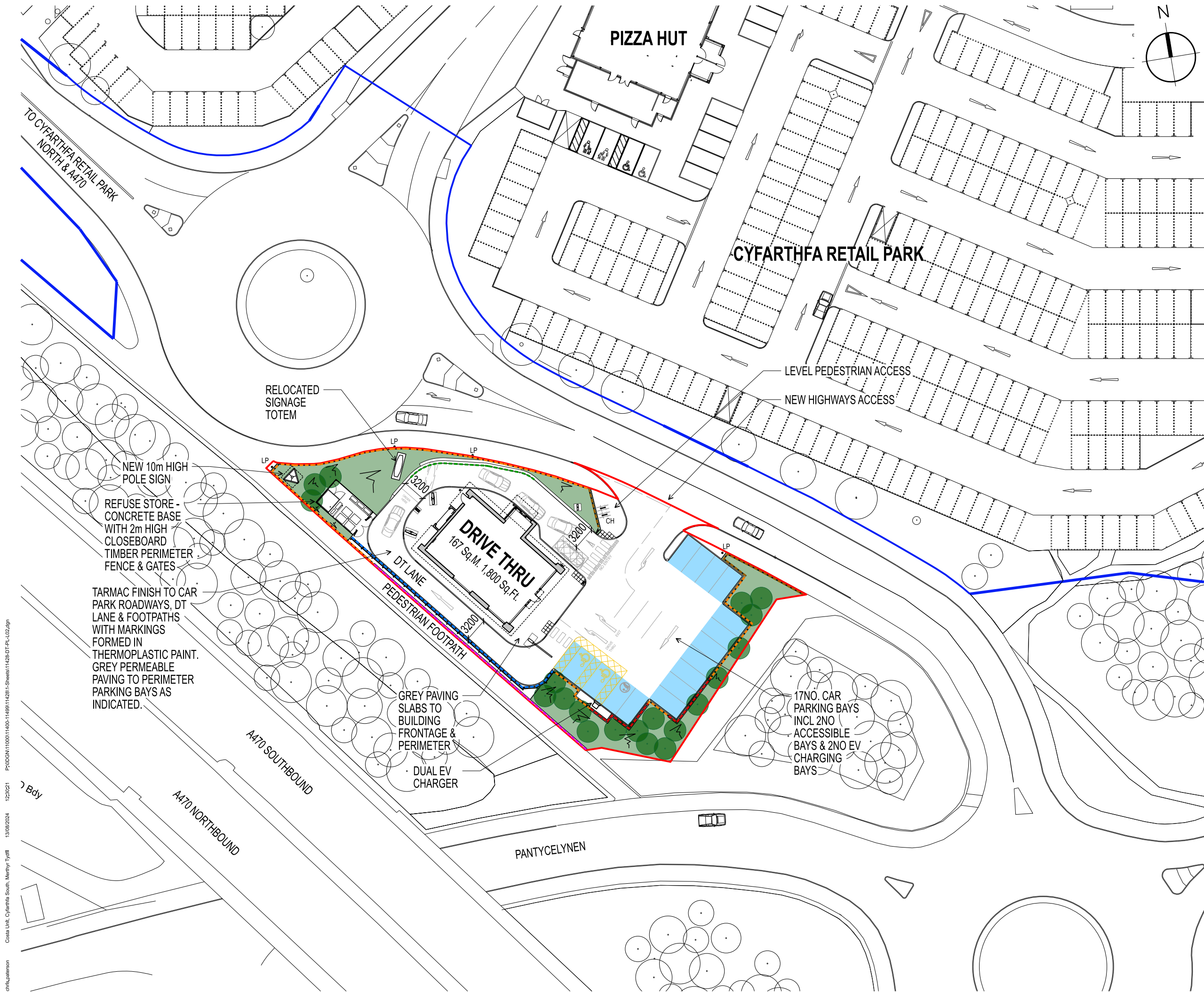
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Drawn by	TA	Date	APRIL 2019	Computer File No	WIE-14123-SA-95-0015-A02.dwg
Scales @ A3	work to figured dimensions only	1:500			

Publisher	Zone	Category	Number	Revision
WIE	SA	95	0015	A02

Appendix B

(Proposed Scheme)

Costa Unit, Cyfarthfa South, Merthyr Tydfil 12/02/2024 P:\00000000\11400-11499\11428\1-Sheets\11428-DT-PL-L02.dgn chrisjones

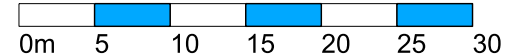


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SITE SPECIFIC HAZARDS

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CDM REGULATIONS 2015 THE FOLLOWING SIGNIFICANT RESIDUAL HAZARDS HAVE NOT BEEN DESIGNED OUT OF THIS PROJECT AND MUST BE TAKEN INTO CONSIDERATION BY CONTRACTORS PLANNING TO UNDERTAKE THE WORKS SHOWN ON THIS DRAWING:

SCALE 1:500



NOTES

EXTERNAL LIGHTING DESIGN TO BE CONFIRMED.
REFER TO LANDSCAPE DESIGNER'S INFORMATION FOR DETAILS OF SOFT LANDSCAPING.

KEY

- GREY STONE FACED RETAINING STRUCTURE
- 450mm HIGH TIMBER KNEE RAIL
- 1100mm HIGH TIMBER POST & RAIL GUARDING
- GREY STONE FACE RETAINING STRUCTURE WITH TIMBER POST & RAIL GUARDING TO HEIGHT OF 1100mm ABOVE CAR PARK LEVEL.
- 1100mm HIGH TIMBER CLAD VEHICLE CONTAINMENT SYSTEM WITH INTEGRATED HANDRAIL / PEDESTRIAN GUARDING
- DOUBLE STACKED TRIEF KERB RETAINING STRUCTURE
- LP : EXISTING LAMP POSTS
- CH : 2NO STAINLESS STEEL CYCLE HOOPS (4NO SPACES)
- EXTENT OF GREY PERMEABLE BLOCK PAVING TO CAR PARKING BAYS IN LINE WITH ENGINEER'S DETAILS.

REV.	DATE	NOTES	INIT.
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CLIENT / PROJECT

BROOKFIELD PROPERTIES
PROPOSED DRIVE THRU, LAND TO SOUTH OF CYFARTHFA RETAIL PARK

DRAWING TITLE

PROPOSED SITE PLAN

STATUS

PLANNING

DATE	DRAWN	SCALE @ A3
JULY 2024	CMP	1:500

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
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DRAWING NO.

11428	DT	PL	L02	-
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Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix: Colour	C

THE RATCLIFFE GROVES PARTNERSHIP

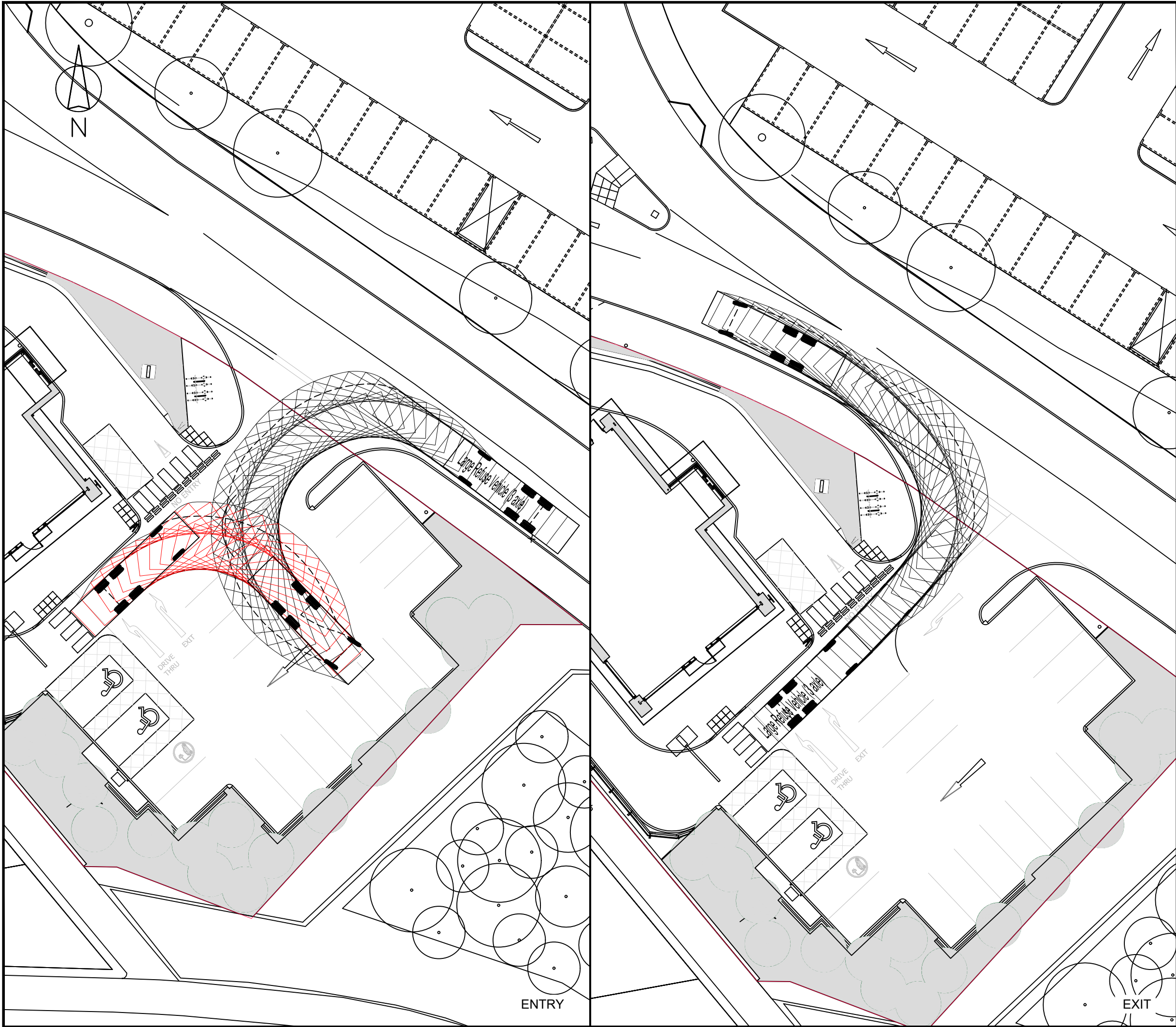
MANCHESTER
105 MANCHESTER ROAD
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www.rgp.uk.com

LONDON
19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

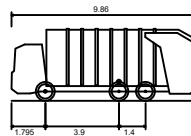


Appendix C

(Swept Path Assessments)



Rev	Details		Drawn	Checked	Date
1			1	1	1



Large Refuse Vehicle (3 axle)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

9.860m

2.450m

3.814m

0.366m

2.450m

4.00s

9.500m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

Client	
Costa	
Project	
Costa Methyr Tydfil	
Drawing Title	
Swept Path Analysis Using a Large Refuse Vehicle	
Scale	
1:250 at A3	
Drawn	MG
Checked	AM
09.08.24	
09.08.24	



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transport planning specialists

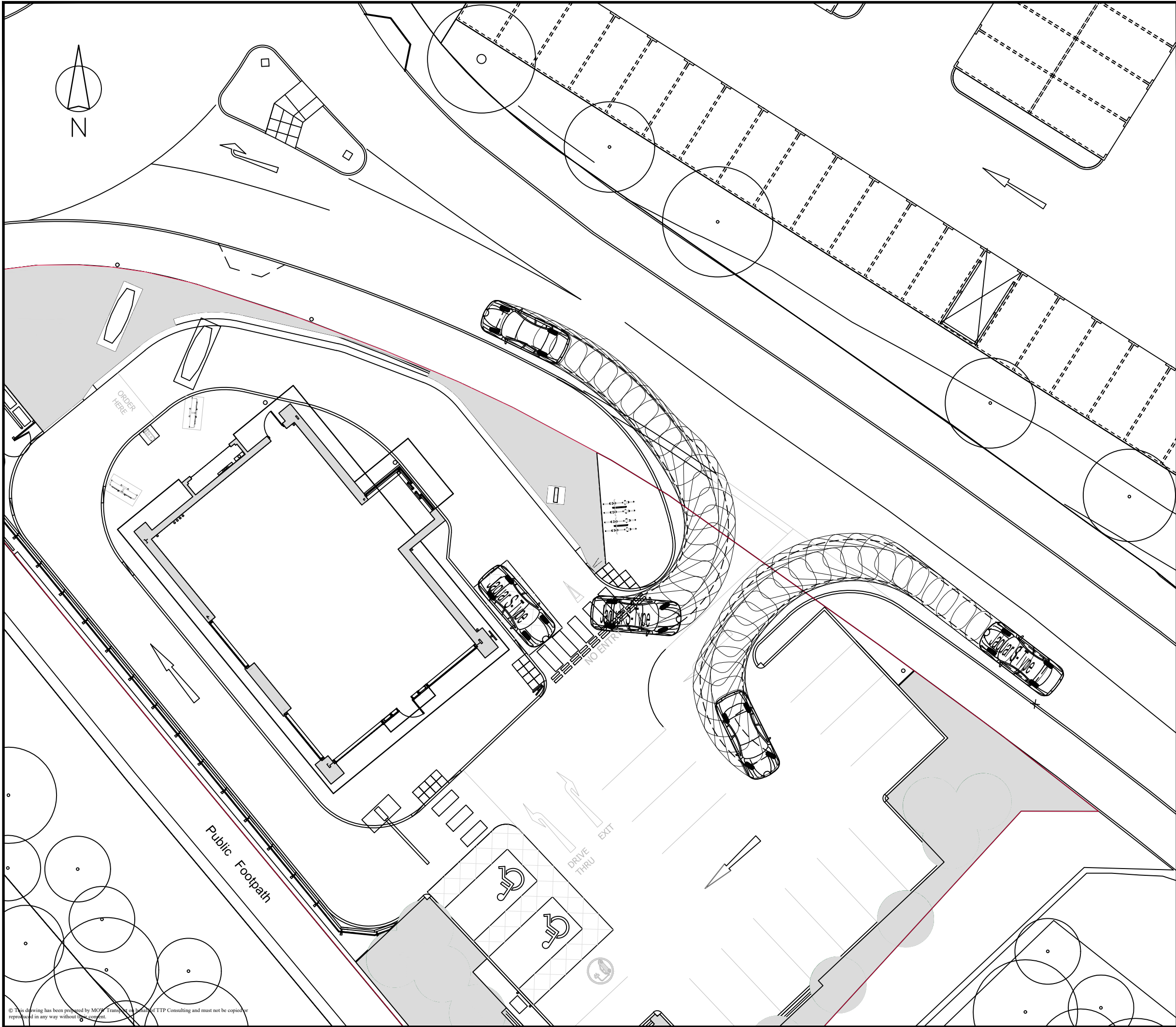
111 - 113 Great Portland Street

London

W1W 6QQ

Tel. No. 0207 1000 753

Drawing Number	2024-5006-AT-108	Rev	1
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Rev	Details	Drawn	Checked	Date
1				

4.939

1.878

1.474

0.259

1.544

4.00

6.000

Jaguar S-Type

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

4.939m

1.878m

1.474m

0.259m

1.544m

4.00 sec

6.000m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.Client

CostaProject

Costa Methyr TydfilDrawing Title

Swept Path Analysis using a Large CarScale
1:200 at A3

Drawn

MG

09.08.24

Checked

AM

09.08.24

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London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number

2024-5006-AT-109

Rev

1