



Land at Common Road, Merthyr Tydfil

 from McDonald's®

Design & Access Statement
October 2025

Land at Common Road, Merthyr Tydfil

Design & Access Statement



Contents

1.0	Introduction	3
2.0	Context	4
3.0	Planning Policy Context	6
4.0	Opportunities and Constraints	7
5.0	The Proposed Development	8
6.0	Economic Benefits	13
7.0	Sustainability	14
8.0	Assessment Against Policy	18



LF68415/01

Disclaimer

This document is formatted for double sided printing. Lichfields is the trading name of Nathaniel Lichfield & Partners Limited. Registered in England, no. 2778116. Registered office: Lichfields, The Minster Building, 21 Mincing Lane, London EC3R 7AG. © Nathaniel Lichfield & Partners Ltd 2025 All rights reserved.

All plans within this document by Lichfields are based upon Ordinance Survey mapping with the permission of His Majesty's Stationery Office. © Crown Copyright reserved. Licence number 100017707.



1.0 Introduction

This Design and Access Statement (DAS) has been prepared by Lichfields on behalf of McDonald's Restaurants Ltd ('McDonald's'). It accompanies a full planning and advertisement consent application for the development of land at Common Road, Penygarnddu Business Park, Merthyr Tydfil.

The application seeks planning permission for the following:

"Demolition of existing buildings and development of a restaurant with drive-thru facility (Use Class A3) including access and cycle/footpath, servicing, car parking, hard and soft landscaping, advertisements and other associated works."

Scope of this Statement

This document responds to Town and Country Planning (Development Management Procedure) (Wales) Order 2012, the requirements of TAN12 on Design (2016) and the Design Commission for Wales' (DCfW) guidance on Design and Access Statements in Wales (April 2017), as well as local planning policy considerations.

Whilst the application is not a major development and therefore a DAS is not required, a proportionate Statement has been prepared to assist the local planning authority in its determination of the application.

This DAS should be read in conjunction with the Planning Statement, drawings and other documentation submitted with the application.

Structure of this Statement

The structure of the statement is as follows:

- **Section 2.0** summarises the context to the application proposals, including the description of the site and surroundings, its accessibility.
- **Section 3.0** summarises the relevant planning policy context;
- **Section 4.0** sets out the site's constraints and opportunities;
- **Section 5.0** describes the proposed development, and the key design principles adopted including access;
- **Section 6.0** considers the sustainability of the proposed development; and
- **Section 7.0** assesses the proposed development against design and access related planning policy.

Land at Common Road, Merthyr Tydfil

Design & Access Statement

2.0 Context

This section demonstrates the applicant's understanding of the physical characteristics of the site and its context.

'Context' relates to the physical, social and economic characteristics of the area, together with the planning history and policy context – particularly the policies and guidance that affect and shape the development of the site.

Physical Context

The site extends to approximately 0.42 ha and currently comprises an area of hardstanding, with some existing trees and vegetation, alongside buildings/structures, including a residential property.

Surrounding Area

The site forms part of Pengarnddu Business Park which consists of a number of retail units. It is bounded to the west by a large supermarket building with an associated car park, with a small green buffer. To the south is another area of hardstanding and Heads of the Valleys Road. To the north is a large discount furniture retailer store and an MOT testing centre. These buildings are modest in terms of architectural detailing, of a functional appearance and up to three storeys in height.

The site is located just to the south of the Pengarnddu Protected Employment Site (Policy EcW2) and to the north of the new dualled A465 (which is allocated under policy SW12). Considerable upgrades, which form part of a wider scheme of improvements, have been completed to the junction of the A465 just to the south of the application site.

Planning Context

There are no above ground statutory heritage assets within or close proximity to the site. However, the site does lie within a Landscape of Outstanding Historic Interest, a local 'undesigned' heritage asset.

183 Station House, is to the east of the site which is noted as a GGAT archaeological asset as per the Historic Wales online map.

According to the Council's mapping function, there are no TPO's on site. Likewise, there are no ecological designations on the site.

Natural Resources Wales' *Flood Map for Planning* website indicates that the majority of the site falls within flood Zone 1 for surface water flooding. the majority of the site to have a Zone 1 flood risk of surface water flooding. There is a small area of Zone 2 surface water flood risk within the existing site, close to the south eastern boundary.

2.0 Context

Accessibility

The site benefits from an existing vehicle access in the form of a priority junction onto Common Road. The site is also in close proximity to the new dualled A465 and therefore is highly accessible via motor vehicle.

The nearest bus stop to the site provides a westbound service and is located within the Asda car park, 300 metres west of the site. The stop is equipped with a shelter and timetable. The stop is served by regular routes 51 and 53.



Site Location Plan

3.0 Planning Policy Context

National Planning Policy Framework

The statutory development plan for the site is:

1. The Merthyr Tydfil County Borough Council Local Development Plan which was adopted in 2020; and,
2. Future Wales (The National Plan) which was published on 24 February 2021.

In terms of specific design policies contained in the adopted Local Development Plan, the following are relevant:

1. Policy SW11 – Sustainable Design and Placemaking; and
2. Policy CW1 - Historic Environment.

Material Considerations

Other material considerations for the application from a design perspective are:

1. Planning Policy Wales (PPW);
2. TAN12: Design;
3. TAN18: Transport; and
4. Sustainable Design SPG Note No.4 (2013).

Further details are provided in the accompanying Planning Statement.



4.0 Opportunities and Constraints

This section Identifies potential opportunities and constraints and considers how these have influenced the development.

Opportunities

- Opportunity to optimise the use of vacant brownfield land.
- Capitalise on excellent connectivity to local and strategic road infrastructure along the A465.
- Opportunity to introduce new green and blue infrastructure to the site to provide visual and amenity benefits.
- Opportunity to improve pedestrian routes and provide a new cycle route, improving active travel links.

Constraints

- The Station House, a known archaeological asset, should be retained and protected.
- The site supports ecological assets, notably bat roosts, which must be appropriately managed.
- Vehicular movements must be planned in a way that aligns with the operational context of the existing Business Park.

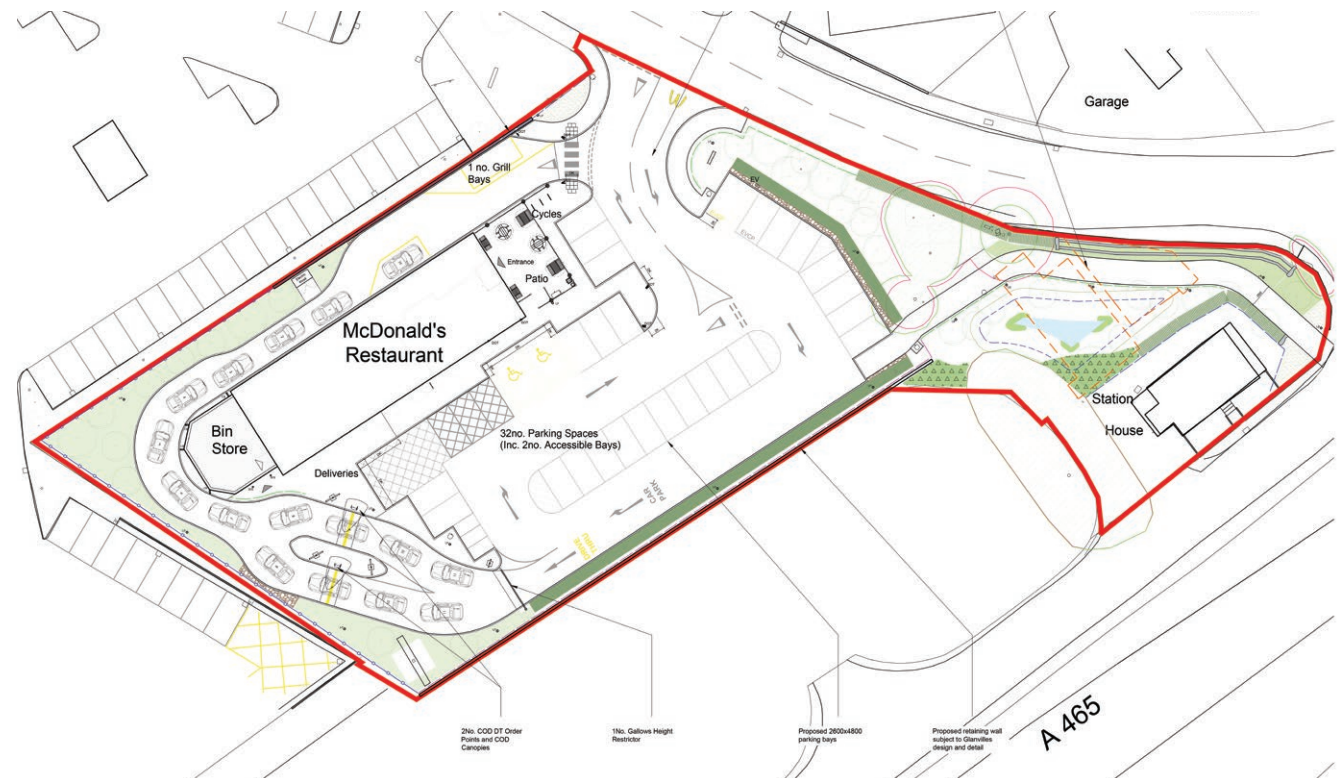
5.0 The Proposed Development

The Proposed Development

The design concept for the proposal centres on the delivery of a high-quality development that supports local demand for a McDonald's restaurant.

The core design principle is to create a logical and legible site layout that meets the operational demands of McDonald's and future users.

The proposed development has been designed with an attractive modern aesthetic which reflects the character in the wider area, whilst providing new green infrastructure and landscaping features to provide a significant design uplift.



Proposed Site Plan



5.0 The Proposed Development

Use

Full planning permission is sought for a drive-thru restaurant (Use Class A3), operated by McDonald's.

Amount

The restaurant building will extend to 309sqm (GEA) and 286sqm (GIA).

32 car parking spaces are proposed, 27 of which will be general parking, two will be accessible spaces, one will serve as a grill bay and two will be equipped with EV charging facilities. Additional facilities include six cycle spaces and two motorcycle bays, supporting multi-modal access.

Signage on the building will comprise 1.0m high, white satin finished 'McDonald's' to the roof of the north and west elevations, and 1.575m yellow 'M' mounted on the east elevation. Vertical 'collect' and 'pay' signage will be located on the bays as shown in the proposed building advertisement's plan. Additional advertisement and signage will be included within the site, including a 12m high Totem and McDonalds branded banners.

Layout

The proposed restaurant building is located in the north-west corner of the site, running parallel to the site's boundary with Lidl.

A dual-lane drive-thru begins in the south-west corner, running along the western boundary and exiting at the north end of the site. It includes designated grill and order bays, with clearly marked delivery routes to support efficient circulation.

The site layout incorporates drop kerbs at key pedestrian and delivery points, with thermoplastic road markings used to define drive-thru lanes, parking bays, and pedestrian crossings.

Lighting will be provided via multiple lampposts, and the site will be enclosed with a mix of close-boarded timber fencing and knee rail fencing, offering both security and visual containment.

To the east, the site extends to accommodate SuDS, which will require the demolition of existing buildings in that area - Station House will be retained as part of the development.

As part of these works, a new pedestrian and cycle link is proposed. This will connect NCN Route 46 to the development via an off-road route, with bike stands incorporated within the development to support active travel.

The overall layout reflects a balance of operational efficiency and accessibility, as well as introducing social and environmental benefits.

Scale

The restaurant building will comprise of a single storey. The building will not appear out of keeping given its location in an existing business park which is characterised by buildings of similar or larger scale.

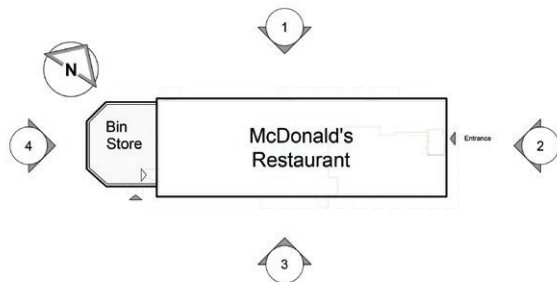
Land at Common Road, Merthyr Tydfil

Design & Access Statement

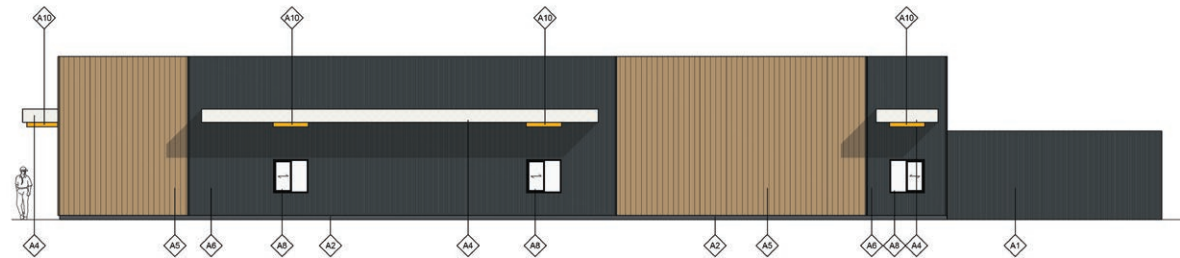
5.0 The Proposed Development

Appearance

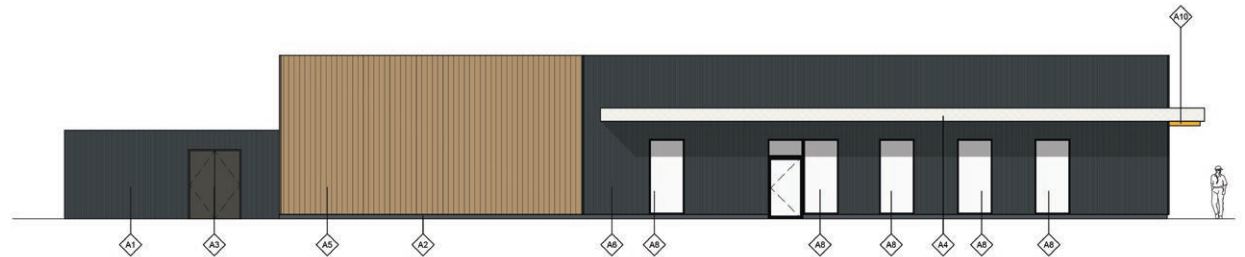
The design characteristics of the high-quality building include a mixture of dark grey and timber effect cladding panels. The windows and doors will be finished in jet black and security doors in grey. These materials are based upon the local vernacular of the wider business park within which the site is located whilst also reflecting the McDonald's brand identity. Elevations of the drawing are shown opposite.



Key Plan



Proposed Elevation 1



Proposed Elevation 3



Proposed Elevation 2



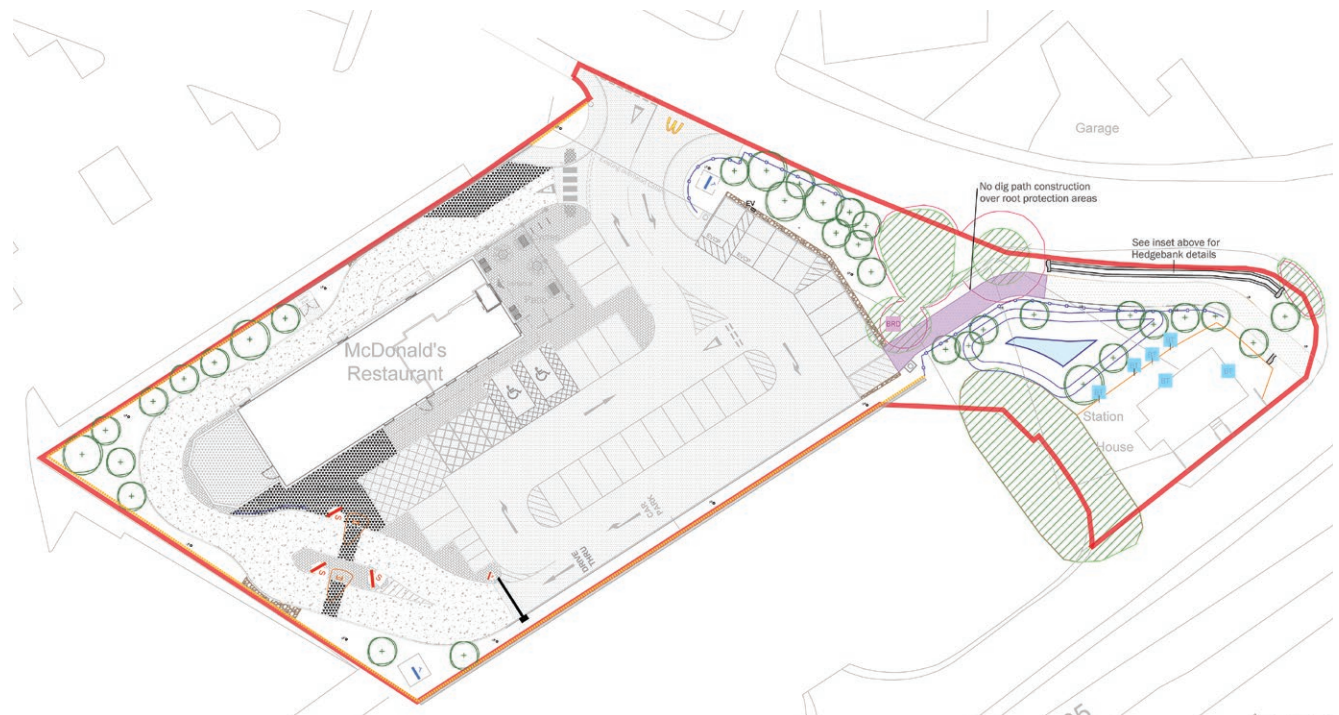
Proposed Elevation 4

5.0 The Proposed Development

Green Infrastructure

The proposed development also incorporates hedgerow, tree and shrub planting along the boundaries of the site. This will enhance and increase biodiversity, comprising native trees, hedgerows and additional ornamental species.

As part of the drainage strategy, an attenuation basin is proposed in the north eastern corner of the site. In addition to serving a practical purpose, the creation of new blue infrastructure at the site will provide amenity and ecological benefits.



Hardscape Plan

5.0 The Proposed Development

Access

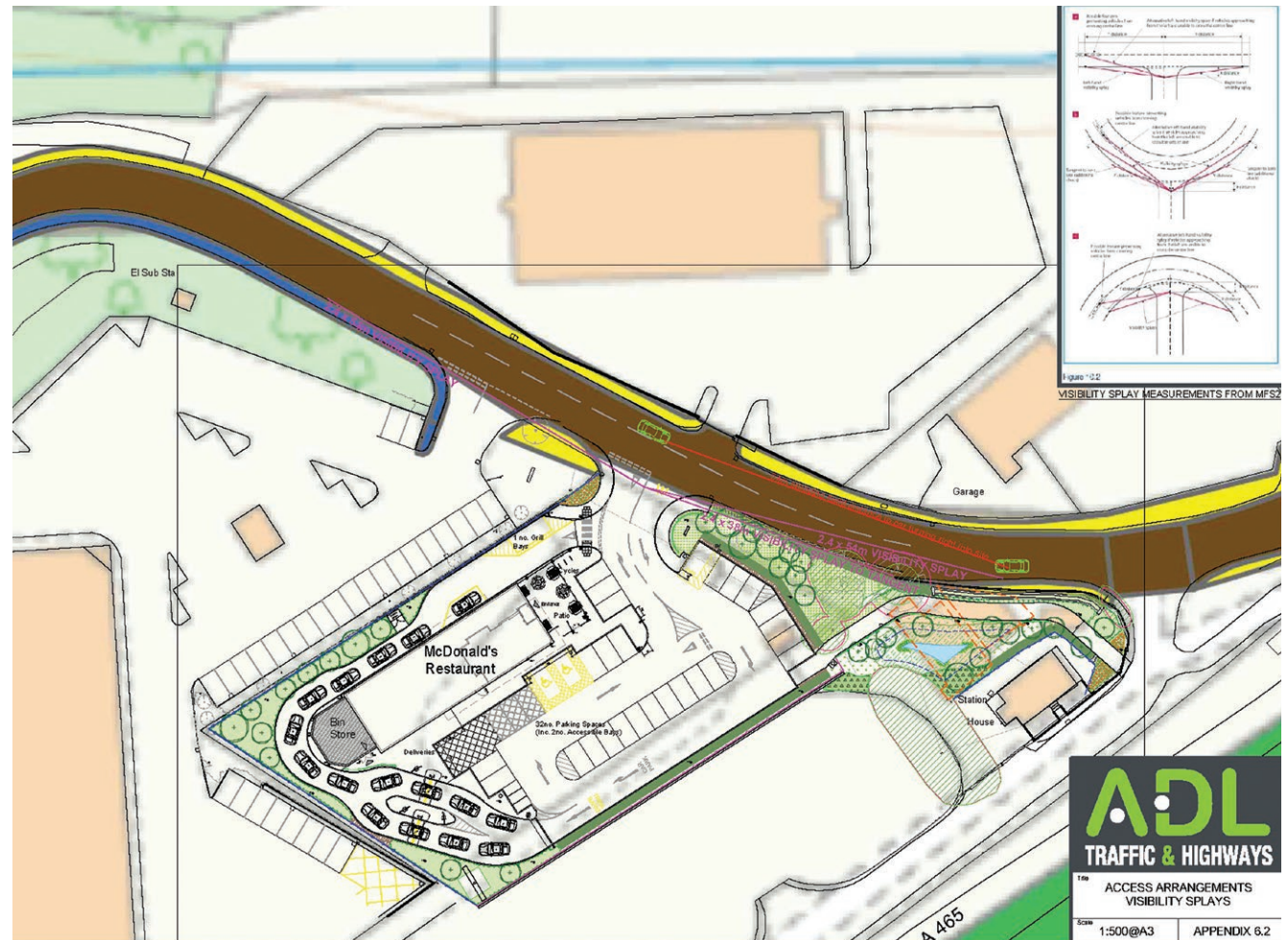
Full details of the proposed vehicular access and highway works are provided in the accompanying Transport Assessment prepared by ADL.

Vehicular access to the restaurant for customers would be via the existing junction on Common Road. The access would be modified to accommodate the swept path of the McDonald's delivery vehicle. The plan opposite shows the access arrangement.

The junction modelling that has been undertaken shows that the proposed access would operate well within capacity.

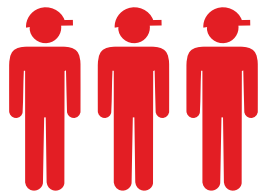
Pedestrian access would be provided from Common Road. A section of footway would be provided at the verge adjacent to the northern corner of the site to link to the existing footway adjacent to the Lidl. A pedestrian/cycle link will also be provided from the north west to connect to NCN Route 46.

The delivery vehicle will use the customer access arrangements and unload within the customer car park. Pedestrian links and zebra crossings would be provided across the site to give priority to pedestrians within the car park and across the drive thru lane.



Access Arrangement Plan

6.0 Economic and Social Benefits



Support **105** direct FTE construction jobs, and an additional **125** indirect FTE jobs during the construction phase.



Create **105** direct jobs (**80** direct FTE jobs) on-site once the development is completed and operational. This could support a further **45** indirect and induced jobs in the wider regional economy.



Generate an additional **£2.0 million** of Gross Value Added during construction.



Deliver an uplift in business rates revenue in the order of **£58,000** per annum – a proportion of which would be retained locally.

Land at Common Road, Merthyr Tydfil

Design & Access Statement

7.0 Sustainability

The scale of McDonald's business represents an opportunity to have a positive impact on some of the biggest challenges facing the World today. The threat of climate change is one such challenge and McDonald's is proud of the investment they have made to reduce its carbon footprint in the UK.

McDonald's was the first restaurant chain to set science-based greenhouse gas reduction targets at a global level. Working with all franchisees, its aim is to reduce greenhouse gas emissions related to all restaurants and offices by 36% by 2030. Additionally, McDonald's is committed to a 31% reduction in emissions intensity (per metric tonne of food and packaging) across the supply chain by 2030.

To meet these targets, McDonald's buy 100% renewable electricity and have invested in long term partnership agreements to develop the renewable energy infrastructure in the UK. The absence of on-site fossil fuel use, together with McDonald's electricity procurement agreements, eliminates the production of greenhouse gases from on-site operations. In recognition of global warming potential ("GWP") associated with refrigeration gases, McDonald's has moved to the latest reduced GWP air conditioning refrigerants ahead of any legislation in this regard.

Waste and Use of Recycled Material in Construction

Materials used for construction of the restaurant are suitable for recycling and include steel portal frame and recycled materials, where possible.

Materials for the building are selected to provide the required aesthetics combined with maximum durability and robustness. The requirement for replacement, maintenance and repair will be minimal during the lifecycle of the building, thus providing a low level of energy input over the whole lifecycle. From 2023, furniture has been sourced from recycled or certified materials and designed to be recycled or reused at end of life, as part of the McDonald's Plan to Change.





7.0 Sustainability

The Restaurant Building

McDonald's is committed to developing buildings which have a low impact on the environment, achieved through their intelligent design, sustainable sourcing of materials, efficient use of energy and resources, and site waste reduction.

The design of the new building has been directly influenced by sustainability and the standard practices to enable the reduction in its carbon footprint. Approximately, 90% of new restaurants are built using modular construction techniques, which use considerably less energy, inclusive of the reduction of the total number of deliveries to site during the build. Modular construction takes place in a controlled environment, which allows a highly monitored and efficient process, where leftover materials can be used in future projects and ultimately reduce the general building waste. The construction time is also reduced, minimising the potential disruption to neighbours.

The external shell is designed to prevent air leakage and achieve the U-value required by current building regulation standards, and McDonald's utilise a sophisticated building management control system

with specifically engineered energy reduction strategies to maximise operating efficiencies. McDonald's kitchen appliances have standby reminders and a metering system has been introduced which measures the amount of electricity used in every half hour of the day. Restaurant Managers receive daily graphs to help them make energy saving adjustments.

All new restaurants are fitted with standard equipment and maintenance programmes, in line with Green Building Guidelines, which were introduced as a McDonald's Europe initiative and include:

- a. Lighting** – LED lighting is to be used, resulting in a 50% reduction in energy use compared to fluorescent lights.
- b. Water** – auto shut-off taps fitted to wash-hand basins in addition to flow control limited to 6l/ min; replacement of urinals with waterless units and WCs fitted with dual flush of 4.5l and 3l flushes (unless external drainage requires greater volume). In addition, systems are leak checked with hot water temperatures reduced to a maximum of 60 degrees C. Pipes are checked for missing insulation.

c. HVAC – automatic closures fitted to all internal doors and draft-proofing fitted or repaired to all doors and windows, including the use of energy save reminder stickers in the back of house area. Variable speed control fans are installed so they will not run when ventilation is not required, and room sensors installed to monitor internal air temperatures.

Minimising Transport Impacts and Reducing Carbon Dioxide Emissions

Cooking oil from restaurants is recycled into biodiesel using local collectors. The biodiesel is then used as fuel by McDonald's vehicles. Biodiesel is now being used in all delivery trucks and results in a carbon saving of 8,200 tonnes per annum.



7.0 Sustainability

Recycling Strategy and use of Recycled Materials

Within the supply chain, McDonald's vision is one where all food and packaging is sourced sustainably. It has undertaken a number of measures in recent years to try to promote better environmental standards through the whole supply chain.

McDonald's is committed to using recycled materials wherever possible, throughout the business and have stepped up its commitment to recycling further, setting global goals, including 100% of McDonald's product packaging will come from renewable, recycled or certified sources and 100% of product packaging will be recycled in McDonald's restaurants, by 2025.

The business has taken a number of steps to continue to lead when it comes to sustainable packaging and further address the issue of reducing plastic use across the supply chain.





7.0 Sustainability

The removal of plastic lids from 'McFlurry' ice cream will see 385 tonnes of plastic removed from the supply chain each year, and the introduction of fibre-based salad boxes will also see 105 tonnes of plastic removed annually. Indeed, McDonald's is a member of the National Cup Recycling Scheme which brings together major retailers waste management companies and UK paper mills with the shared aim of growing the infrastructure needed to increase the number of paper cups being collected and recycled across the UK. McFlurry cups can be recycled along with other paper cups in one of the many recycling points that has been established across the country through the collaboration of retailers including Pret a Manger, Costa and McDonald's restaurants.

Customer recycling stations are installed in all new restaurants, to allow customers to separate paper cups, plastic bottles and cups, and decant liquids. The cups will be sent to a specialist paper cup recycler, and the plastic will be recycled along with the plastic from the kitchens. With good levels of separation, McDonald's new waste procedures could generate a recycling rate of up to 65%, exceeding the European target.

22,000 tonnes of outer packaging cardboard is now recycled from restaurants every year, with zero waste to landfill. Only 8% of the packaging used for McDonald's products is made from plastic, with the majority already being made from fully certified fibre. McDonald's reuses delivery packaging wherever possible, in accordance with food safety laws. Over 80% of kitchen waste is recycled, which equates to 40% of total waste. Staff separate corrugated cardboard, used cooking oil, food waste, clean plastic paper and tin for recycling.

All restaurants aim to recycle 100% of their corrugated cardboard, which in itself accounts for 15% of a restaurant's average total waste. In addition, the delivery trays and crates are returned to suppliers for reuse. Delivery vehicles also carry recyclable materials on return trips, backhauling over 80% of all cardboard.

McDonald's UK has a long-term goal to send zero waste to landfill by reducing operational waste, recycling as much as possible, and diverting the remainder to a more sustainable solution. To further minimise waste, McDonald's has joined the Valpak distributor take back scheme, which ensures that redundant equipment is recycled with accredited companies.

8.0 Assessment against Policy

The table below demonstrates how the proposal satisfies the relevant design policy objectives.

Policy Document	Design Policy Objective	Response
Future Wales: The National Plan 2040	Policy 2: Shaping Urban Growth and Regeneration: Integrating green infrastructure	The proposal includes the introduction of several green and blue infrastructure measures which will provide both amenity and ecological benefits. This will secure Net Benefits for Biodiversity.
LDP Policy SW 11 (Part 1)	Be appropriate to its local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density.	The proposed single-storey restaurant unit is appropriate to its local context within an established business park. Its scale, height, and massing are consistent with surrounding units, maintaining the park's low-rise commercial character. The elevational treatment and materials use a contemporary mix of cladding and glazing that complements existing buildings and ensures a cohesive appearance. Overall, the proposal integrates well within its setting and reflects the established character and function of the business park.
LDP Policy SW 11 (Part 2)	integrate effectively with adjacent spaces, the public realm and historic environment to enhance the general street scene and create good quality townscape.	High-quality materials and thoughtful landscaping along the boundaries improve visual interest and contribute to a coherent and well-ordered development. The proposal of a path/cycle route provides a significant uplift in terms of public realm and townscape. The impact on heritage assets, including the historic landscape, are considered acceptable and are covered in more detail within the Heritage Impact Statement.



8.0 Assessment against Policy

Policy Document	Design Policy Objective	Response
LDP Policy SW 11 (Part 3)	Not result in an unacceptable impact on local amenity, loss of light or privacy, or visual impact, and incorporate a good standard of landscape design.	The proposed landscaping strategy, which will include boundary planting and soft landscaping around the site boundaries - particularly in the north western part of the site - will help to soften its appearance, enhance visual amenity and contribute positively to the wider environment. This will deliver a significant improvement to the current site context. The accompanying landscape and visual appraisal provide further detail on this and provides an assessment of key viewpoints and sensitive receptors, including the residential property included within the red line.
LDP Policy SW 11 (Part 4)	Contribute to the provision of green infrastructure, including open space in accordance with the Council's standards, sustainable drainage systems where appropriate, and ensure that the County Borough's network of green infrastructure is accessible and connected.	Whilst the site is not of the size to contribute to open space, the proposal includes the introduction of several green and blue infrastructure measures which will provide both amenity and ecological benefits. This will secure Net Benefits for Biodiversity.
LDP Policy SW 11 (Part 5)	Allow access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council's parking standards.	The proposal includes disabled toilets, accessible ramps and two disabled parking bays. The impact on the highways network has been considered in detail within the accompanying Transport Assessment. It confirms no unacceptable impact on the network or highway safety.

8.0 Assessment against Policy

Policy Document	Design Policy Objective	Response
LDP Policy SW 11 (Part 7 and 8)	Incorporate resource efficient/adaptable buildings and layouts using sustainable design and construction techniques. minimise the demand for energy and utilise renewable energy resources.	The proposal incorporates energy efficient use of resources during construction, operation and maintenance which are typical of McDonald's sustainability strategy, which is described in Section 6 of this DAS.
LDP Policy SW 11 (Part 9)	Provide and protect relevant utility services and infrastructure without causing any unacceptable environmental impacts	The site has been surveyed to identify existing underground utility services. This has informed the proposed layout therefore, the proposal will not result in any unacceptable impacts, with construction and servicing managed in line with best practice standards to ensure minimal disturbance to the surrounding environment and infrastructure.
LDP Policy SW 11 (Part 10)	incorporate measures to improve ground and surface water quality wherever possible.	The development will incorporate appropriate measures to improve ground and surface water quality wherever possible, including the use of sustainable drainage systems (SuDS). As set out in the accompanying Drainage Statement, runoff will be discharged into the existing on-site surface water drainage system. These will help manage surface water runoff, reduce pollution, and promote natural infiltration, supporting the wider objective of improving local water quality.



8.0 Assessment against Policy

Policy Document	Design Policy Objective	Response
LDP Policy SW 11 (Part 11)	provide adequate facilities and space for waste collections and recycling.	A separate bin store facility is proposed in the western corner of the site. Refuse collection would be collected by a private contractor using a 9.6m refuse vehicle, 3 -5 times per week and waste collections will occur outside of peak opening hours. Delivery vehicles will use the customer access arrangements and unload within the customer car park. Further detail is provided within the accompanying Delivery Management Plan.
LDP Policy SW 11 (Part 12)	and promote the creation of healthy and active environments and reduce the opportunity for crime and anti-social behaviour.	The proposed development proposes safe, well-connected pedestrian routes that maintain good visibility throughout the site. The additional path to the northwest will also encourage active travel to and from the site. The layout supports natural surveillance and will incorporate appropriate lighting and boundary treatments, as well as security doors, to reduce opportunities for crime and anti-social behaviour.
LDP Policy CW1	Development affecting undesignated historic environment assets including, Locally Listed Buildings or structures, Landscapes of Outstanding Historic Interest in Wales, Urban Character Areas and Archaeologically Sensitive Areas should have regard to their special character and archaeological importance.	The impact on the Merthyr Tydfil Registered Landscape of Outstanding Historic Interest would be minor and focused to a very small area of the landscape overall. The introduction of a well-designed building and removal of poor-quality elements would be of a benefit to the landscape, and the presence of built form in this area is already established by the supermarket building, among others. The significance and heritage value of the landscape would be preserved. Further detail is provided in the Heritage Statement.

