

TRANSPORT ASSESSMENT

PROPOSED McDONALD'S RESTAURANT
LAND AT COMMON ROAD, PENYGARNDDU BUSINESS PARK
MERTHYR TYDFIL, CF48 2TA

Client: McDonald's Restaurants Ltd

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Client:

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1.0 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA), in support of the planning application for the proposal of a McDonald's restaurant with drive thru facilities at land at Common Road, Penygarnddu Business Park, Merthyr Tydfil.

1.2 Pre-Application Advice

- 1.2.1 ADL Traffic and Highways Engineering prepared a Pre-Application Traffic Note dated July 2024. The Note was submitted to Merthyr Tydfil County Borough Council (MTCBC). A copy of the Note is provided as Appendix 1.1.
- 1.2.2 MTCBC provided highway comments in response to the Note via a letter dated the 26th of July 2024, a copy of the comments is provided as Appendix 1.2. The main points from the comments are summarised below.
- 1.2.3 ADL attended a meeting with MTCBC on the 4th of September 2024.

Trip Generation

- 1.2.4 The comments state that McDonald's survey data for two to three weekdays should be provided so that it is clear that the Friday data is robust. MTCBC also requested clarification regarding the traffic generation for the Am peak period was determined. MTCBC's comments also state that the raw data traffic flows did not appear to correspond to ADL's pre-application Traffic Note. The use of TRICS and comparison with McDonald's restaurant surveys was acceptable.
- In response: The Friday evening and Saturday are peak trading periods for McDonald's and are therefore likely the busiest periods. TRICS survey across the week but only undertake one survey per site. Therefore, multiple surveys are not necessary. Further justification is provided in Section 5.1 of this report.

- The McDonald's data is provided as Appendix 8.0. This correlates with the data provided in Chapter 5.0. The Am peak traffic has been ascertained from transaction data from the same dates as the McDonald's surveys.

Junction Modelling

1.2.5 MTCBC advised that modelling of the site access and ASDA roundabout is required.

- In response: Modelling of the two junctions is provided in Chapter 8.0 of this TA.

Access Arrangements

1.2.6 MTCBC argue that Common Road is heavily trafficked. The comments also suggest that based on DMRB standards, the site access should incorporate a right turn lane and have visibility splays of 2.4 x 54m.

- In response: Common Road is an unclassified road not a trunk road. The starting point for the design of all non-trunk roads in England and Wales is Manual for Streets not DMRB.
- A right turn lane is not considered to be necessary as demonstrated in Section 4.2 of this TA.
- Traffic flow information for Common Road is provided in Sections 7.1 and 7.2 which demonstrates that Common Road is not considered to be heavily trafficked. Further information regarding the access arrangements is provided in Sections 4.2 and 7.1 of this TA.

Parking

1.2.7 MTCBC advised that parking should be provided in line with the Wales Parking Standards (2014). The comments also state that parking bays should be 2.6m x 4.8m with a minimum 6m aisle width.

- In response: The proposed parking provision has been assessed against the parking standards in Section 4.4 of this Report.

- The parking bays have been adjusted to 2.6 x 4.8m and the 1.2m pedestrian walkways removed to provide a minimum 6m aisle width.

1.2.8 MTCBC's comments also state that the parking provision during delivery periods would not be sufficient.

- In response: Deliveries would occur during quiet trading periods for the McDonald's. It is considered that there would be sufficient parking provision during quiet trading periods for customers and the delivery vehicle. A Delivery Management Plan has also been provided.

1.2.9 MTCBC noted that the raw data of the McDonald's survey data at the Darlington Restaurant appears to show that the number of cars parked was more than the number of parking bays. It is also noted that if the peak parking numbers for each of the sites is used then the average parking demand for the sites used is 26 during the Friday Peak and 30 during the Saturday peak. MTCBC advised that if 5 vehicles are added to allow for fluctuation, the site would need between 35 and 40 spaces.

- In response: It is considered that the anticipated peak parking demand of 25 vehicles is correct. Further information is provided in Chapter 6.0 of this report.

Drive Thru Lane

1.2.10 MTCBC argue that the raw survey data provided shows that the maximum drive thru demand would be 19 vehicles as the methodology of taking the raw data and using the average for the whole day is flawed and only maximum queue lengths should be averaged.

- In response: The average of the three sites is considered appropriate. Further information is provided in Section 6.3 of this report. Even in the event that the maximum drive thru demand was 19 vehicles there would still be sufficient capacity in the drive thru lane.

Cycle Parking

1.2.11 MTCBC advised that 3 cycle stands should be provided close to the restaurant entrance.

- In response: It is proposed to provide 3 cycle stands close to the restaurant entrance.

Active Travel

1.2.12 The comments advised that the internal crossing point and pedestrian walkways in the car park shown on the site layout included with the pre-application submission should be removed. MTCBC also requested details of the type of kerbing that would be used throughout the site. MTCBC also advise that a S278 agreement may be required for the proposed footway link from the Lidl access.

- In response: The internal crossing point and pedestrian walkways have been removed as requested. Details of the type of kerbing are included on the Architect's Site Layout. Noted that a S278 agreement may be required for the footway link.

1.2.13 The comments also argue that pedestrians would be unable to access the site via public transport.

- In response: There is a bus stop adjacent to the Asda which is within walking distance of the site. The site is accessible by public transport at a level commensurate with the nearby ASDA and Lidl. Further details are provided in Section 3.2 of this report.

Swept Paths

1.2.14 The comments state that the vehicle Tracking of 16.5m vehicle provided as a part of the pre-app was unacceptable.

- In response: Martin Brower (McDonald's sole distributor) have a fleet of vehicles available. Based on MTCBC's comments it is proposed to service the restaurant with an 11.1m rigid delivery vehicle. Revised Tracking for an 11.1m Rigid vehicle is provided as Appendix 7.1.

Additional Reports

1.2.15 MTCBC advised that a Delivery Management Plan is required. A Travel Plan is not required.

- In response: A Delivery Management Plan has been provided.

Notes

1.2.16 MTCBC requested clarification of what the corral shown on the site layout stands for.

- In response: The corral is a fenced storage facility at the rear of the restaurant which is used for the storage of bins and cages. It has no roof and is not included in the floor area calculations.

1.3 Scope of Study

1.3.1 Chapter 2.0 describes the site and surrounding area, as well as the local highway network. This chapter also provides a review of the highway safety situation and details of other McDonald's restaurants within 10km of the site.

1.3.2 Chapter 3.0 assesses the accessibility of the site by walking, cycling and public transport.

1.3.3 Chapter 4.0 describes the development proposals and provides an assessment of the access arrangements, parking provision, standards and servicing provision.

1.3.4 Chapter 5.0 presents the McDonald's survey information and traffic generation.

1.3.5 Chapter 6.0 outlines an on-site assessment.

- 1.3.6 Chapter 7.0 provides details of the network traffic flows.
- 1.3.7 Chapter 8.0 assesses the traffic impact of the development on the local road network.
- 1.3.8 Chapter 9.0 assesses the requirements for mitigation measures and other reports to support the planning application.
- 1.3.9 Chapter 10.0 evaluates the national and local planning policy guidance.
- 1.3.10 Chapter 11.0 summarises and concludes the report.
- 1.3.11 The Appendices are included at the rear of the report.

2.0 BASELINE TRANSPORT INFORMATION

2.1 Site Location and Surrounding Area

- 2.1.1 The site is located on land at Common Road, adjacent to a Lidl foodstore. The site is located 5.6km east of Merthyr Tydfil Town Centre. A plan showing the site location is included as Appendix 2.1.
- 2.1.2 The site is considered to be in a roadside location. The surrounding area is made up of commercial and retail uses. There are also residential dwellings located in the wider vicinity to the southwest. There is a residential dwelling and Pengarnddu service yard at the site's southern boundary. Common Road (unclassified) forms the eastern border of the site. The Lidl car park forms the western and northern boundaries. A plan showing the site and surrounding area is provided as Appendix 2.2.

2.2 Road Network

- 2.2.1 The site benefits from an existing vehicle access in the form of a priority junction onto Common Road.
- 2.2.2 Common Road is a single carriageway road, and it is subject to the national speed limit. Common Road runs between the A465 at the Dowlais Top Junction and the A465 at the Pant-Y-Waun Junction.
- 2.2.3 There is a four arm roundabout located 138metres northwest of the site. The roundabout will be referred to as the Asda roundabout throughout this report. Common Road forms the eastern arm of the roundabout and the western arm provides access to the Asda foodstore. The northern and southern arms are unclassified and are single carriageway roads subject to the national speed. The northern arm provides access to the industrial units in the vicinity of the site and the southern arm continues towards the Heads of the Valleys Road.

- 2.2.4 The Dowlais Top Junction is located 155 metres south of the ASDA roundabout and is made up of a five arm roundabout. The eastern and western arms are formed by the A456 Heads of the Valleys Road, the southeast arm is formed by the A4060, the southwest arm is formed by High Street and the northern arm is unclassified. The A456 Heads of the Valleys Road is a dual carriageway.
- 2.2.5 There is a priority junction adjacent to the northern corner of the site. The junction provides access to the Lidl.
- 2.2.6 There is a priority junction opposite the site. The junction provides access to a vacant retail unit.

Highway Improvements

- 2.2.7 The A465 Heads of the Valleys Road is currently subject to Welsh Government highway improvements between Dowlais Top and Hirwaun. The works to the Dowlais Top Junction have already been implemented. These works are shown on the plan in Appendix 2.3.

2.3 Permitted Use of the Site and Access Arrangements

- 2.3.1 The permitted use of the site is considered to be Use Class B2 (General Industrial) although the site has been vacant for several years. The site also includes a residential dwelling which is also currently vacant.
- 2.3.2 The Industrial part of the site is currently accessed from an existing junction off Common Road, the entrance is gated. There are currently no formal pedestrian access arrangements to the site.

2.4 Accident Analysis

- 2.4.1 ADL contacted Merthyr Tydfil County Borough for personal injury accident data for an area covering Common Road and Asda Roundabout. The search covered a period of from 01/03/2015 – 01/03/2020 and 01/10/2021 – 01/02/2025.

2.4.2 Merthyr Tydfil County Borough confirmed that no accidents have occurred in the study area during the requested period. The Council's response is included as Appendix 3.0.

2.4.3 There are therefore no highways safety issues that need to be addressed as a part of this proposal.

2.5 McDonald's Restaurants Within 10km of the Site

2.5.1 ADL have reviewed the number of existing McDonald's restaurants within 10km of the site. The locations of the restaurants are shown in Appendix 4.0 and the details of the restaurants are summarised in Table 2A below:

Table 2A McDonald's Restaurants Within 10km of the Site

ADL Ref		Details
1	Address	Merthyr Tydfil, CF48 1UT
	Distance	4.4km
	Drive Thru	Yes
2	Address	Merthyr Tydfil – Cyfarthfa Retail Park, CF48 1HY
	Distance	4.5km
	Drive Thru	Yes
3	Address	Ebbw Vale, NP23 6AY
	Distance	9.2km
	Drive Thru	Yes
4	Address	Aberdare, CF44 8DL
	Distance	9.5km
	Drive Thru	Yes

2.5.2 There are 4 existing McDonald's restaurants within 10km of the site, all of which have drive thru lane facilities. The proposed restaurant would therefore serve passing motorists on the Heads of the Valleys Road, as well as the surrounding retail and industrial units, and nearby residential dwellings.

3.0 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 The site benefits from existing pedestrian infrastructure which serves the adjacent Lidl and ASDA.
- 3.1.2 There is a footway on the southern side of Common Road, this provides pedestrian access to the Lidl.
- 3.1.3 There is an uncontrolled pedestrian crossing on the southern arm of the Asda Roundabout. The crossing is equipped with tactile paving, drop kerbs, and a central refuge. There are pedestrian routes to the nearby ASDA and business park. There is also a pedestrian/cycle route from Dowlais Top via a shared pedestrian/cycle footway that runs south from the ASDA roundabout.
- 3.1.4 National Cycle Route 46 runs west to east, adjacent to Heads of the Valleys Road. The cycle route also runs alongside the southern side of Common Road. The cycle route is made of a shared pedestrian/cycleway and can be accessed from a point 80 metres southeast of the site off Common Road. There are also shared pedestrian/cycle footways at the Dowlais Top Junction. A plan showing Cycle Route 46 is provided as Appendix 5.1.
- 3.1.5 The site therefore benefits from a reasonably good level of pedestrian and cycle accessibility which is commensurate with the nearby retail units.
- 3.1.6 It is proposed to provide a footway on the section of verge adjacent to the northwest corner of the site. The proposed section of footway would link the site to the existing footway on Common Road and the Lidl. There would also be a footway/cycleway link to the east through the site which would link to Cycle Route 46.

3.2 Public Transport

Bus

- 3.2.1 The nearest bus stop to the site provides a westbound service and is located within the Asda car park, 392 metres west of the site. The stop is equipped with a shelter and timetable. The stop is served by regular routes 51 and 53. A plan showing the bus stop locations is included as Appendix 5.2.
- 3.2.2 A local bus map extract is provided as Appendix 5.3. The bus services serving the site are summarised in Table 3A below.

Table 3A Bus Services Summary

No	Route	Daytime Frequency		
		Mon-Fri	Sat	Sun
51	Merthyr Tydfil – Bargoed- Newport	2/hr	1/hr	3/day
53	Merthyr Tydfil – Bargoed	1/hr	1/hr	-
Total		3/hr	2/hr	3/day

- 3.2.3 Table 3A demonstrates that the site is served by 3 buses per hour Monday to Friday, 2 buses per hour on Saturdays and 3 buses per day on Sundays. The site is served by regular bus services to Bargoed and Merthyr Tydfil.
- 3.2.4 The site therefore benefits from a reasonable level of public transport accessibility.

4.0 DEVELOPMENT PROPOSALS

4.1 Site Layout

- 4.1.1 It is proposed to redevelop the site to provide a 309sqm GEA, 286sqm GIA single-storey McDonald's restaurant with side-by-side drive-thru facilities. The dining area would be approximately 71sqm with 50 covers.
- 4.1.2 It is expected that the restaurant would operate 24 hours Monday to Sunday.
- 4.1.3 Based on data from McDonald's it is expected that up to 15 staff would be on site at any one time.
- 4.1.4 The Architect's site layout is included as Appendix 6.1.

4.2 Access Arrangements

- 4.2.1 Vehicle 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.
- 4.2.2 A plan showing the access arrangement is included as Appendix 6.2. The achievable visibility splays from the site access would be:
- 2.4m x 38m to the tangent to the right
 - 2.4m x 54m to an oncoming vehicle to the right.
 - 2.4m x 54m to the left.
- 4.2.3 Visibility splays of 2.4m x 54m were required as a part of the pre-application comments provided by MTCBC. The forward visibility is also shown on Appendix 6.2 and demonstrates that 54m sight stopping distance would be achievable to an oncoming vehicle. Analysis is provided in Section 7.1 which demonstrates that the proposed visibility splays accord with the requirements based on the speed of traffic on Common Road.

- 4.2.4 It is considered that a right turn lane would not be necessary as there is no right turn lane at the adjacent Lidl access. The accident analysis demonstrates that there is no existing highways safety issue at the Lidl access. Furthermore, junction modelling has been undertaken that demonstrates that the proposed access would operate well within capacity. The junction modelling is outlined in Chapter 8.0 of this TA.
- 4.2.5 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 south to connect to Cycle Route 46.
- 4.2.6 The delivery vehicle will use the same customer access arrangements and unload within the customer car park.

4.3 Year of Opening

- 4.3.1 The proposed year of opening is 2027.

4.4 Parking Provision and Assessment of Standards

- 4.4.1 It is proposed to provide 32 car parking spaces within the McDonald's demise including 2 accessible parking spaces, 2 EV charging bays (including 1 accessible EV bay), and 1 grill bay for drive thru customers. There would also be 3 motorcycles parking spaces. There would be 6 cycle parking spaces (3 Sheffield stands) provided for the restaurant located close to the building.

Parking Standards

- 4.4.2 Merthyr Tydfil County Borough Council's parking standards for new developments are set out in the Wales Parking Standards (September 2014). The car parking standards are maximum standards, and the disabled, motorcycle and cycle parking standards are minimum standards. An assessment of the standards is provided in Table 4A below for "Cafes and Drive-Thru Restaurants" use.

Table 4A Assessment of Parking Standards

Land Use	Type	Council Standard	Development	Parking Requirement	Proposed Provision
Cafes and Drive-Thru Restaurants	Car parking standard	1 space per 3 non-resident staff & 1 space per 14sqm of dining area	71sqm	5 spaces for staff 5 spaces for customers (10 total)	32 spaces
	Cycle parking standard	1 stand per 10 staffs, no requirement for short stay	32 spaces	Minimum 1 space	6 spaces
	Disabled parking standard	One space for each employee who is disabled plus 6% of the total car park capacity for visiting disabled people	32 Spaces	Minimum 1 space per disabled employee 2 spaces for disabled customers	2 spaces (plus one accessible EV bay)
	Motorcycle parking standard	5% of provision for car parking	32 spaces	Minimum 2 spaces	3 spaces

4.4.3 The proposal for 32 parking spaces exceeds the Council's maximum car parking standard of 10 spaces. However, the proposed level of parking is required to meet the operational demands of the restaurant. It is demonstrated in Chapter 6.0 of this report that the proposed level of parking would be sufficient to accommodate the parking demand.

4.4.4 The proposed level of disabled, motorcycle and cycle parking provision accord with the Council's standards.

4.4.5 The Wales Parking Standards also sets out the requirement for the following:

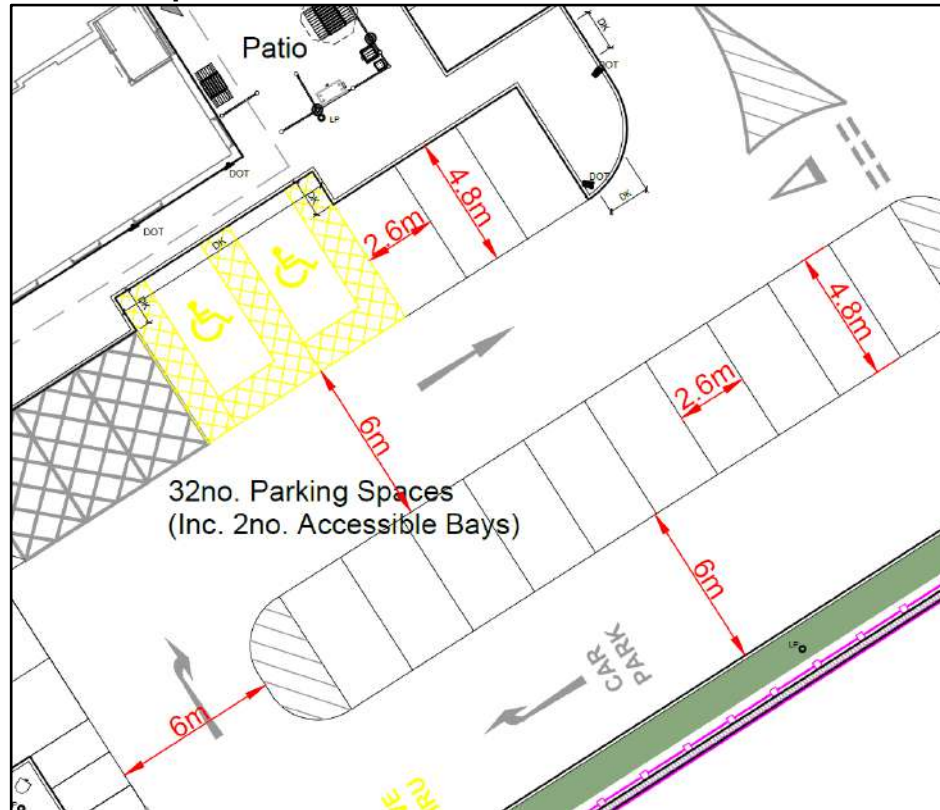
- 1 commercial space
- 6 spaces for collection and waiting purposes

4.4.6 The total parking standard for the development would therefore be 10 spaces (5 spaces for staff + 5 spaces for customers) plus 1 commercial space.

4.4.7 Deliveries would be undertaken using an 11.1m rigid delivery vehicle. It is proposed to hatch off commercial space for the delivery vehicle. However, as the delivery vehicle is only expected to be on site for 3-5 hours per week (during quiet trading periods) over an 168 hour operational week it is an inefficient use of the space if inactive for 97% of the time. It is therefore proposed that the hatched spaces would be used as staff parking outside of servicing periods.

4.4.8 The proposed parking spaces would be to 2.6 x 4.8m with 6.0m aisle widths. A plan showing the car park dimensions is included as Figure 4A below.

Figure 4A Proposed Car Park Dimensions



4.5 Servicing and Refuse Provision

4.5.1 McDonald's has been trading in the UK since 1974. The company operates over 1,348 fast service restaurants of which around 1,204 are restaurants with drive thru facilities.

4.5.2 Martin Brower are McDonald's sole distributor for all its products and have a fleet of 150 vehicles. Martin Brower utilise multi-temperature vehicles which allows all of the restaurant's requirements for; frozen, chilled and ambient products to be delivered in one visit. This therefore reduces the number of deliveries each restaurant received.

4.5.3 Restaurants typically receive 3-5 deliveries per week. Servicing McDonald's restaurants whilst they are open is a common practice and does not present any operational difficulties.

- 4.5.4 Martin Brower use a sophisticated computerised planning tool (Paragon), which enables requirements of delivery destinations to be set and ensures they are complied with on every occasion the delivery is planned. The restaurant is allocated a 4-hour delivery slot and the delivery will be planned within this. Notification of the planned delivery is emailed to the restaurant the day before delivery.
- 4.5.5 On the day of the delivery the GPS system linked to Paragon will enable the restaurant manager to track the delivery vehicle's arrival. Staff can then prepare for the delivery arrival.
- 4.5.6 The goods to this restaurant would be delivered by an 11.1m rigid delivery vehicle. This is typically parked for between 15 minutes – 75 minutes. The duration of the stay depends upon the range and quantity of products to be delivered.
- 4.5.7 The deliveries would be scheduled to arrive during quiet trading periods for the McDonald's. Staff parked in the hatched spaces would move their vehicles and cone off the spaces for the delivery vehicle. McDonald's deliveries are scheduled in advance so McDonald's staff would be able to move their vehicles prior to the arrival of the delivery vehicle.
- 4.5.8 It is proposed that servicing will be undertaken using the site access. The delivery vehicle would access via Common Road and unload using the hatched delivery area. The goods would then be moved into the internal corral at the rear of the building. The delivery vehicle would exit back onto Common Road.
- 4.5.9 A representative from Martin Brower will visit the site prior to any new restaurant opening and assess the designated delivery area. Any special requirements (none anticipated at this restaurant) will be communicated to their transport and scheduling department.
- 4.5.10 A TRACK analysis is presented in Appendix 7.1. The analysis demonstrates that an 11.1m delivery vehicle can enter, manoeuvre within the car park and exit in a forward gear.

- 4.5.11 Refuse collection would be collected by a private contractor using a 9.6m refuse vehicle, 3 times per week and would occur outside of peak hours. This would also occur from the car park.
- 4.5.12 Waste minimisation has been achieved through the redesign of tray liners and specifying the use of light-weight bin liners. Food wastage is minimised through the use of a computer system which monitors the amount of food served at given times of day, resulting in more accurate preparation and ordering of stock. This combined with the majority of product being prepared fresh once ordered, reduces the quantum of waste and frequency of collection required.
- 4.5.13 Service vehicles also collect empty delivery trays and crates which are returned to supplies for reuse.
- 4.5.14 Cooking oil from restaurants is collected by Martin Brower's delivery vehicles and is recycled into bio diesel.
- 4.5.15 The arrangements described above follow a 'tried and tested' methodology used successfully across the UK and it could be successfully undertaken at the proposed restaurant.

4.6 Drive Thru Lane

- 4.6.1 The drive thru lane forms an integral part of the McDonald's operation and is shown adjacent to the northern and western edges of the unit (see Appendix 6.1). The proposed drive thru lane can accommodate up to 20 vehicles as shown on the plan in Appendix 6.3.
- 4.6.2 When a customer wishes to purchase a meal without leaving their vehicle, the following steps are taken:
1. Enter the drive thru lane
 2. Place an order at one of the side by side Customer Order Display (COD) units
 3. Pay at the first booth

4. Collect meal from the second booth (halfway along the northern elevation) and continue out of the drive thru lane
- 4.6.3 In the event that a customer places a larger order, which could take longer to prepare (and potentially delay other drivers using the drive thru lane), then a member of staff will divert them to the 'grill bay'. The grill bay is situated near the store entrance and once the order is ready, a member of staff will carry the meal from the restaurant to the customer.
- 4.6.4 A TRACK analysis is presented in Appendix 7.2 which illustrates large car circulating the drive thru lane.

5.0 PROPOSED TRAFFIC GENERATION

5.1 McDonald's Traffic Generation

McDonald's Survey Information

5.1.1 ADL Traffic & Highways Engineering commissioned Axiom Traffic Ltd to undertake counts and customer interview surveys at McDonald's restaurants with drive thru facilities in Darlington, Bradford and Ripley. These restaurants are considered to be comparable as they are located on the edge of towns close to large foodstores. The proposed restaurant also has a similar level of passing traffic. It is therefore considered that an average of the surveyed restaurants provides an accurate and robust comparable to the proposal.

5.1.2 Details of the surveyed restaurants are provided in Table 5A below.

Table 5A Comparable Restaurants

Restaurant and Store №	Darlington № 614	Bradford № 820	Ripley № 1068	Average Surveyed	Merthyr Tydfil
Restaurant Type	Single Storey	Single Storey	Single Storey	Single Storey	Single storey
Floor Area	322sqm	352sqm	305sqm	316sqm	309sqm
№ of Seats	91	87	82	86	50
Parking Provision	21	38	29	30	32
Drive Thru Facilities	Side By Side	Side By Side	Single	Side By Side	Side By Side
Population within 5 Km	80,960	242,630	64,950	129,513	46077
AADT	20,935	22,928	18,167	20,667	16,160
Number of Surrounding McD Restaurants Within 5km (incl. store)	2	7	1	4	4
Located Near to Major Foodstore	Morrisons	Morrisons	Morrisons	-	Asda
Population per McDonald's Restaurant	40,480	34,661	64,950	46,697	15,359

5.1.3 The average survey results from surveyed restaurants have been taken as the proposed traffic generation for the Merthyr Tydfill Restaurant for the Friday evening and Saturday peak. The Friday AM peak traffic has been calculated based on transaction data from the three restaurants from the same dates as the surveys, which enables a daily profile of the traffic to be calculated. It should be noted that the surveyed restaurants have more seats on average than the proposed (86 compared to 50) and the average population per surveyed restaurant is three times higher than the proposed (46,697 compared to 15,359). Therefore, the average of the surveyed

restaurants is likely busier than the proposed restaurant. No adjustments have been made to the traffic, drive thru queues or parking demand. The assessment based on McDonald's surveys is considered robust.

- 5.1.4 The proposed trips are summarised in Appendix 8.0. The peak hour proposed traffic is summarised in Table 5B.

Table 5B Proposed Traffic Generation

	Peak Hour	Proposed Traffic	
		In	Out
Friday AM Peak	08:00-09:00	81	81
Friday PM Peak	17:00-18:00	126	123
Saturday Peak	13:00-14:00	130	136

TRICS Information

- 5.1.5 ADL have also reviewed the TRICS database v8.25.6 for drive thru surveys which are situated in edge of town or suburban locations. As TRICS is the industry standard methodology for traffic generation predictions, ADL have run the TRICS assessment of the weekday and Saturday traffic as a comparison exercise to the assessment above. The TRICS data is included in Appendix 9.0 and the results are shown in Table 5C below.

Table 5C Traffic Generation Based on TRICS

		McDonald's TRICS Sites		ADL Assessment Based on McDonald's Surveys	
		In	Out	In	Out
Friday AM Peak	Trip Rates	13.491	13.269	-	-
	Traffic Generation 309sqm	42	41	81	81
Friday PM Peak	Trip Rates	16.442	16.562	-	-
	Traffic Generation 309sqm	51	52	126	123
Saturday Peak	Trip Rates	37.946	36.905	-	-
	Traffic Generation 309sqm	117	114	130	136

- 5.1.6 Table 5C demonstrates that based on TRICS the predicted traffic would be lower than the weekday traffic generation based on the surveyed restaurants and similar for a Saturday therefore the assessment we have provided is robust.

Response to Pre-Application Comments

- 5.1.7 In response to MTCBC's comments ADL have assessed the potential difference between weekday McDonald's traffic by comparing the TRICS raw survey data for edge of town McDonald's (which was recorded on Wednesday's and Thursday's) to our proposed average traffic figures (calculated from surveys undertaken at Darlington/Bradford/Ripley on Fridays). We have made no adjustment for floor area for either TRICS or our surveys despite the proposal being a smaller store than the TRICS sites and the surveyed McDonald's sites.
- 5.1.8 Table 5D below shows that on average the TRICS numbers for Wednesdays and Thursdays are similar to ADL's Friday data during the Am peak but lower during the Pm peak. ADL's assessment using McDonald's Friday survey data is therefore robust.

Table 5D McDonald's Edge of Town Weekday TRICS Surveys

	LN-06-D-02 Stamford Wednesday 490sqm		NN-06-D-01 Corby Thursday 690sqm		VG-06-D-01 Barry Thursday 405sqm		Average Weekday TRICS		ADL Assessment Traffic for Proposal Friday 309sqm	
	In	Out	In	Out	In	Out	In	Out	In	Out
08:00	57	52	62	61	124	118	81	77	81	81
17:00	56	53	133	133	123	115	104	100	126	123

- 5.1.9 In addition, we would note that at this site traffic flows on Common Road are actually higher on a Friday than they are for the average weekday flows (see Appendix 10.0). It is therefore concluded that an assessment of Friday McDonald's traffic data and Friday network traffic data is entirely appropriate in this location.

5.2 Trips by Type

- 5.2.1 Interview surveys were undertaken at the surveyed restaurants on both a Friday and Saturday during the survey periods. The purpose of the customer interview surveys was to establish the type of trips visiting a McDonald's restaurant.

5.2.2 Four primary customer trip types are referred to in this report as follows:

- **Additional Trips:**
 - These are specific car journeys to visit the McDonald's whereby customers return to their original location immediately after completing their visit:
e.g. Home → McDonald's → Home
 - In the case of the proposed restaurant these are specific car journeys to visit the restaurant. These would likely be residents from the nearby residential areas.
- **Diverted Trips:**
 - These are trips where a driver is already on the network and alters their route to visit the McDonald's:
e.g. Home → McDonald's → Other Home
Work → McDonald's → Home
 - In the case of the proposed restaurant these would likely be existing trips on the Heads of the Valleys Road that divert to visit the restaurant.
- **Pass By Trips**
 - These are also trips which are already on the network in any event which as the driver passes the site they decide to make a visit.
 - In the case of the proposed restaurant these would be existing trips on Common Road or at the Asda roundabout.
- **Shared Trips**
 - These are existing trips that are usually shared with nearby retail uses.
 - In the case of the proposed restaurant these would be existing trips to the adjacent Asda or Lidl.

5.2.3 Additional trips may not necessarily be new trips as those customers may previously have undertaken trips to other hot food takeaways on their route. Collectively, pass by and diverted trips can be referred to as "existing trips" as they represent all existing vehicles on the network.

5.2.4 The data from the customer interview surveys have been analysed and a summary of the analysis is included in Table 5E below.

Table 5E Customer Interview Average Survey Results McDonald's

Trip Type	Definition	Weekday	Saturday
		%	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	57%	42%
Existing Trips	Different origin & destination	24%	38%
	Same origin & destination McDonald's not sole purpose of trip		
Shared Trips	Visit the Foodstores before or after McDonald's	19%	20%
Total Surveys		100%	100%

5.2.5 On a Weekday, 57% of customer trips to McDonald's could be expected to be additional trips to the restaurant and 24% would be existing on the road network, of which 19% would be shared with the nearby foodstores. On a Saturday, 42% of trips would be additional trips and 38% would be existing on the road network, of which 20% would be shared trips with the nearby foodstores.

Development Trips by Type

5.2.6 The proposed development trips by type are summarised in Table 5F below.

Table 5F Proposed Trips by Type

Trip Type	Weekday					Saturday		
	%	Am Peak		Pm Peak		Saturday Peak		
		In	Out	In	Out	%	In	Out
Additional	57%	46	46	72	70	42%	55	57
Pass by/Diverted	24%	19	19	30	30	38%	49	52
Shared with Foodstore	19%	16	16	24	23	20%	26	27
Total	100%	81	81	126	123	100%	130	136

5.2.7 The number of additional trips (sole purpose) to the network would be:

- Weekday Am Peak 46 vehicles
- Weekday Pm Peak 72 vehicles
- Saturday Peak 55 vehicles

5.2.8 It is considered that this level of additional traffic is unlikely to have any material impact on the wider road network.

6.0 ON SITE ASSESSMENT

6.1 Proposed Pedestrian Trips

6.1.1 The proposed McDonald's pedestrian trips are based on the average from the surveyed restaurants. The results are summarised in Table 6A below.

Table 6A Proposed Pedestrian Trips (Surveyed)

	Peak Hour	In	Out
Friday	17:00-18:00	39	33
Saturday	13:00-14:00	31	28

6.1.2 There is an existing pedestrian route via Common Road and crossing facilities at the Asda Roundabout. It is proposed to provide a section of footway which would link the site to the footway on Common Road. It is also proposed to provide a link to the cycle route to the south.

6.2 Parking Demand

6.2.1 The maximum parking demand for McDonald's (including staff, reserved and accessible parking) is based on the average survey results shown below:

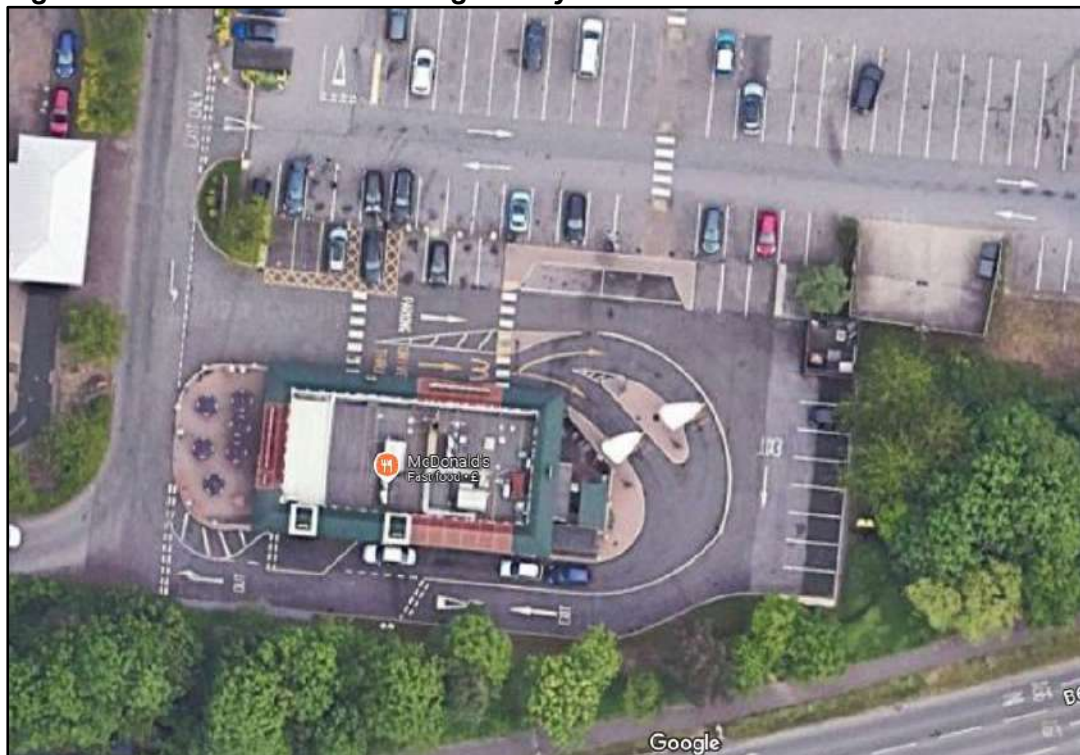
- Friday 22 vehicles
- Saturday 25 vehicles

6.2.2 The parking surveys recorded the parking demand in 15-minute intervals during the Friday Pm period 16:00-19:00 hours, and the Saturday peak period 11:00-15:00 hours. The surveys recorded all vehicles including motorcycles, staff, customers and grill bays.

6.2.3 The proposal would have 35 parking spaces including 3 motorcycle spaces which would provide sufficient capacity to accommodate the parking demand for the McDonald's.

6.2.4 As stated in the pre-application comments provided by MTCBC, the parking demand at the Darlington Restaurant appeared to show that the parking demand was higher than the number of parking bays. As shown below in Figure 6A, at the Darlington restaurant the layout means that customers perceive the adjacent aisle of parking to the restaurant as part of the site therefore to ensure that all customer traffic and parking demand for the McDonald's was recorded correctly these spaces were included in the survey.

Figure 6A McDonald's Darlington Layout



6.2.5 As stated in Section 5.1, no adjustments have been made to the parking demand even though the surveyed restaurants would likely be busier than the proposed restaurant. We consider that the anticipated peak parking demand of 25 vehicles is an accurate assessment. Even in a worst case scenario where five vehicles are added to allow for fluctuation, a parking demand of 30 vehicles could still be accommodated.

6.3 Drive Thru Queue

- 6.3.1 The proposed drive thru queues are based on the average of those surveyed at the Darlington, Bradford and Ripley restaurants. The results are summarised in Table 6B below. This includes all vehicles waiting in the drive thru lane back from the collection booth.

Table 6B Proposed Drive Thru Queues (Surveyed)

	Friday	Saturday
Min Q	2	1
Max Q	10	13
Average	5	7

- 6.3.2 The proposed drive thru lane has capacity to accommodate 20 vehicles as shown on the plan provided as Appendix 6.3 and is therefore more than adequate to accommodate the proposed level of demand.
- 6.3.3 In response to MTCBC's comments regarding the proposed drive thru demand. The drive thru queues were recorded in 2 minute intervals during the Friday Pm period (16:00-19:00 hours) and the Saturday lunchtime peak (11:00-15:00 hours). The peak of 19 vehicles occurred at the Ripley restaurant on the Saturday at 13:34 and had reduced to 16 vehicles at 13:36.
- 6.3.4 The 2014 Wales Parking Standards require only 6 waiting spaces to be provided. The proposed drive thru capacity of 20 vehicles is therefore over three times the standard. TRACK analysis is also provided as Appendix 7.3 which shows that cars would still be able to circulate the car park and utilise the car parking spaces even if the drive thru queue was at capacity.
- 6.3.5 The expected drive thru queue frequency is shown in Figures 6A and 6B below and demonstrates the maximum queue of 10 vehicles is only expected to occur for three two-minute intervals during the Friday evening 3-hour evening period. On a Saturday during the four-hour lunchtime period the maximum queue of 12 vehicles is also only expected to occur for three, two-minute intervals.

Figure 6A Friday

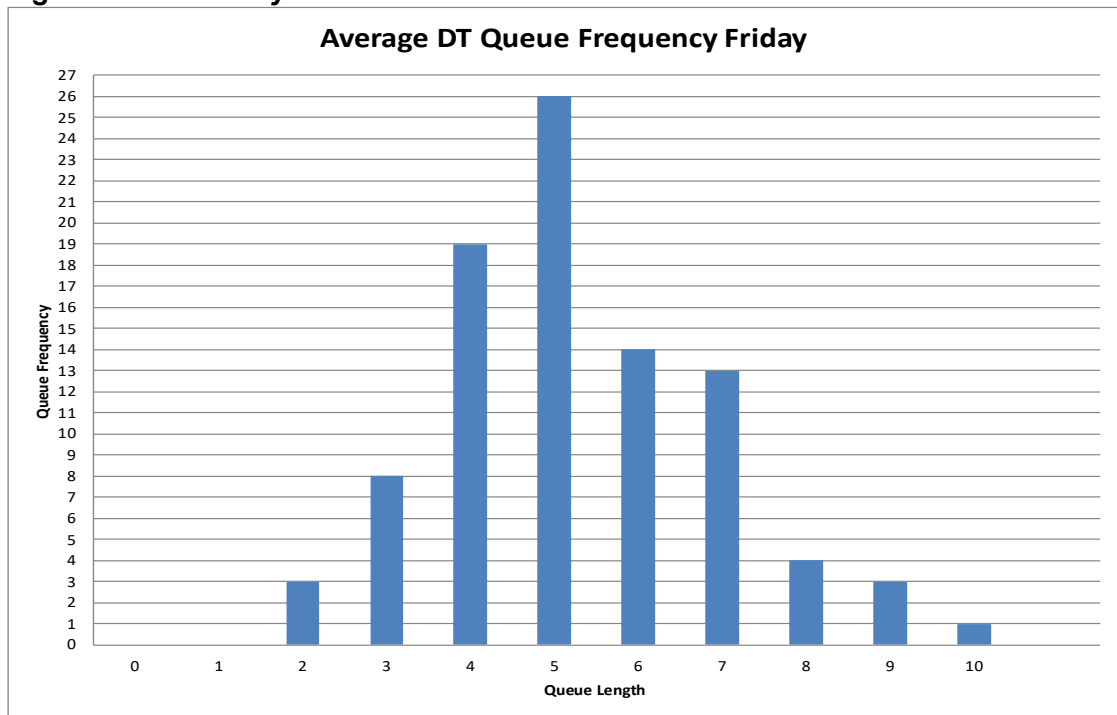
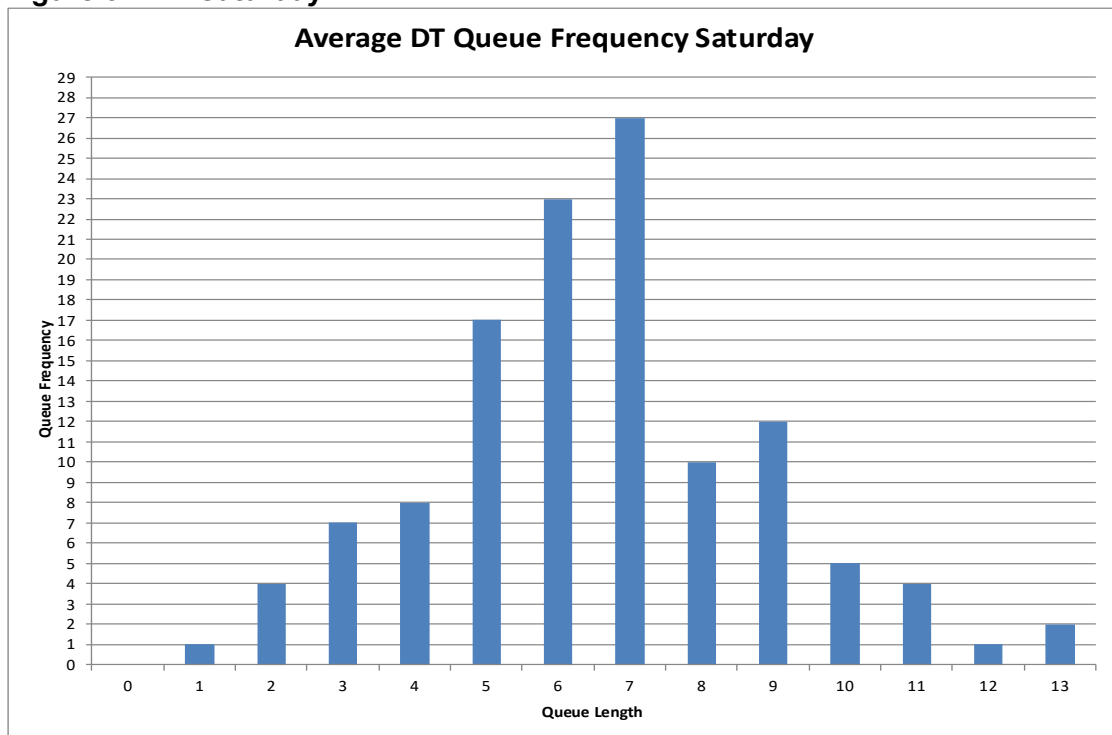


Figure 6B Saturday



7.0 NETWORK TRAFFIC FLOWS

7.1 2024 ATC Survey

7.1.1 ADL commissioned Auto Surveys Ltd to undertake an ATC survey on Common Road. The survey was undertaken between 12/06/2024 and 18/06/2024. The ATC data is provided as Appendix 10.1, and the speed survey results are provided below in Table 7A.

Table 7A ATC Speed Survey Results (Dry Weather)

	Eastbound	Westbound
Average	29.0mph	28.9mph
85 th %ile	34.8mph	35.3mph

7.1.2 Based on the recorded vehicle speeds the visibility requirements assessed on Manual for Streets would be:

- 2.4 x 49m to the right
- 2.4 x 48m to the right

7.1.3 The visibility splays that can be achieved at the site access would be 2.4 x 54m to the left and 2.4 x 54m to an oncoming vehicle to the right. The visibility splays therefore accord with Manual for Streets guidance.

7.1.4 The Friday morning and evening two-way flows have been compared to the average weekday flows in Table 7B below. The daily flows are also summarised in Table 7B. This demonstrates that Friday was the busiest day and therefore appropriate for the basis of the Transport Assessment. This is also supported by the assessment in Section 7.2. The average daily flow on Common Road is only 4763 vehicle two way so it is not 'highly trafficked'.

7.1.5 The peak hour 2024 ATC results for Common Road are shown on the diagram included in Appendix 10.2.

Table 7B Assessment of 2024 ATC Results

	Friday Flows	5 Day Average	Difference
Weekday AM Peak Hour 09:00-10:00	266	254	+12
Weekday PM Peak Hour 16:00-17:00	624	459	+165
Saturday Lunchtime 12:00-13:00	Saturday Flows	7 Day Average	+98
	397	299	
Daily Traffic Flows	Friday	5 Day Average	+630
	5393	4763	

7.2 2025 Traffic Surveys

Survey Details

- 7.2.1 ADL appointed Auto Surveys Ltd to undertake traffic surveys at the Asda roundabout and Lidl Access.
- 7.2.2 The traffic surveys were undertaken on Thursday 6th March 2025 07:00 – 10:00 hours and 15:00 – 19:00 hours, Friday 7th March 2025 07:00 – 10:00 hours and 15:00 – 19:00 hours and Saturday 8th March 2025 11:00 – 15:00 hours.

Traffic Survey Results

- 7.2.3 The traffic survey results have been analysed at the Asda roundabout to ascertain the network peak hours. The traffic survey results are summarised in Tables 7C below.

Table 7C 2025 Traffic Surveys Asda Roundabout

	Time	Arms				Total
		Common Road	Southern Arm	Access Road (W)	Business Park Road	
Thursday	07:00	111	209	90	58	468
	08:00	160	257	149	48	614
	09:00	176	357	220	96	849
	15:00	155	365	277	182	979
	16:00	176	378	322	220	1096
	17:00	187	376	314	194	1071
	18:00	131	272	284	147	834
Friday	07:00	95	209	96	43	443
	08:00	140	292	139	57	628
	09:00	192	395	234	90	911
	15:00	214	424	331	145	1114
	16:00	233	408	372	223	1236
	17:00	198	397	396	178	1169
	18:00	128	277	316	171	892
Saturday	11:00	220	446	360	148	1174
	12:00	227	395	370	160	1152
	13:00	229	444	374	123	1170
	14:00	217	442	387	142	1188

7.2.4 Table 7C demonstrates that the peak hours for the network are:

- Friday Am (Weekday Am) 09:00 – 10:00 hours 911 vehicles
- Friday Pm (Weekday Pm) 16:00 – 17:00 hours 1236 vehicles
- Saturday 14:00 – 15:00 hours 1184 vehicles

7.2.5 The 2025 peak surveyed traffic flows are shown on the diagrams in Appendix 11.0.

Comparison of 2024 and 2025 Flows on Common Road

7.2.6 ADL have compared the 2024 ATC traffic flows on Common Road with the 2025 traffic survey results in Table 7D below.

Table 7D Comparison of 2024 and 2025 Flows on Common Road

Peak Period		2024 ATC	2025 Survey	Difference
AM Peak Period	Eastbound	108	98	-
	Westbound	158	152	-
	Two-Way	266	250	-16
PM Peak Period	Eastbound	221	218	-
	Westbound	403	197	-
	Two-Way	624	415	-209
Saturday	Eastbound	203	170	-
	Westbound	186	134	-
	Two-Way	389	304	-85

7.2.7 Table 7D demonstrates that the 2024 ATC flows were similar to the 2025 traffic survey in the Weekday Am peak but significantly higher during the Weekday Pm and Saturday peaks. ADL have therefore undertaken a sensitivity test of the site access using the ATC traffic flows as outlined in Section 8.1 of this report.

Queue Survey Results

7.2.8 Queue surveys were also undertaken at the Asda Roundabout. The minimum and maximum queues in 5-minute intervals were recorded. The peak hour queue survey results at the roundabout are summarised in Table 7E below.

Table 7E Queue Survey Results: Asda Roundabout

		Common Road	Southern Arm	Asda	Business Park Road
		Lane 1	Lane 1	Lane 1	Lane 1
Weekday AM Peak	Minimum	0	0	0	0
	Maximum	3	3	5	4
	Ave Max	0	1	3	1
Weekday PM Peak	Minimum	0	0	0	0
	Maximum	7	2	6	8
	Ave Max	3	1	3	3
Saturday Peak	Minimum	0	0	0	0
	Maximum	4	4	10	3
	Ave Max	2	2	4	1

7.2.9 Table 7E demonstrates that the maximum queue recorded was 10 vehicles on the Asda arm during the Saturday Peak. The minimum queue during the same period was 0 vehicles with an average maximum queue of 3. The queue survey demonstrates that there is some queueing that occurs at the roundabout, however it appears to dissipate quickly.

7.3 Base Traffic Flows

2027 Base Traffic Flows

7.3.1 The 2025 surveyed traffic flows have been growthed to 2027 (year of opening) using the following TEMPro 8.1 and NTM growth rates for Merthyr Tydfil.

- Weekday AM Peak 1.0249
- Weekday PM Peak 1.0245
- Saturday Peak 1.0246

7.3.2 The 2027 base flows are included on the diagrams in Appendix 12.1

2032 Base Traffic Flows

7.3.3 The 2027 base flows have been growthed to 2032 using the following TEMPro 8.1 and NTM growth rates for Merthyr Tydfil.

- Weekday AM Peak 1.0567
- Weekday PM Peak 1.0561
- Saturday Peak 1.0566

7.3.4 The 2032 base flows are included on the diagrams in Appendix 12.2

7.4 Trip Distribution

7.4.1 The majority of the proposed McDonald's additional trips are considered to most likely originate from the nearby residential areas via the southern arm of Asda roundabout and Common Road. It is considered that the shared trips would also originate from these links but would visit the Lidl or Asda before visiting the restaurant. The additional and shared trips have been distributed according to the traffic flows on these links as shown in Tables 7F and 7G below.

Table 7F McDonald's Additional Trip Distribution

Link	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	2027 Base Flows	%	Additional Trips Inbound	2027 Base Flows	%	Additional Trips Inbound	2027 Base Flows	%	Additional Trips Inbound
Southern arm Asda Rbt	399	72%	33	410	67%	48	447	76%	42
Common Road	155	28%	13	201	33%	24	137	24%	13
Total	554	100%	46	611	100%	72	584	100%	55

Table 7G Shared Trip Distribution

Link	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	2027 Base Flows	%	Shared Trips Inbound	2027 Base Flows	%	Shared Trips Inbound	2027 Base Flows	%	Shared Trips Inbound
Southern arm Asda Rbt	399	72%	12	410	67%	16	447	76%	20
Common Road	155	28%	4	201	33%	8	137	24%	6
Total	554	100%	16	611	100%	24	584	100%	26

7.4.2 The existing trips have been distributed based on the traffic flows on the links shown in Table 7H below. It has been assumed that 70% of trips originating from the southern arm of the Asda roundabout would be diverted trips from the Heads of the Valleys Road and 30% would be pass-by trips that would already be on the Asda roundabout in any event. All existing trips originating from Common Road have been treated as pass-by trips.

Table 7H Existing Trip Distribution

Link	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	2027 Base Flows	%	Existing Trips Inbound	2027 Base Flows	%	Existing Trips Inbound	2027 Base Flows	%	Existing Trips Inbound
Southern arm Asda Rbt	399	62%	12	410	49%	15	447	61%	30
Business Park Rd	92	14%	3	228	27%	8	145	20%	10
Common Road	155	24%	4	201	24%	7	137	19%	9
Total	646	100%	19	839	100%	30	729	100%	49

7.4.3 The outbound shared and additional trips have been distributed according to their origin after visiting the restaurant. The outbound existing trips have been distributed according to their intended direction of travel.

7.4.4 The proposed McDonald's trips by type and total McDonald's traffic generation are shown on the flow diagrams included as Appendix 13.0.

7.5 Total Traffic Flows

7.5.1 The network peak hours have been identified as:

- Weekday AM 09:00 – 10:00 hours
- Weekday PM 16:00 – 17:00 hours
- Saturday 14:00 – 15:00 hours

The McDonald's peak hours have been identified as:

- Weekday AM 09:00-10:00 hours
- Weekday PM 17:00-18:00 hours
- Saturday 12:00-13:00 hours

For the purpose of providing a robust assessment it has been assumed that the network and McDonald's peaks coincide.

7.5.2 The 2027 total flows and 2032 total flows are included in Appendices 14.1 and 14.2 respectively.

8.0 TRAFFIC IMPACT ASSESSMENT

8.1 PICADY Assessment: Site Access

8.1.1 ADL have undertaken a capacity assessment site junction using the computer programme Junctions 11. As outlined in Chapter 7.0 ADL have also run a capacity assessment of the site access using flows derived from the 2024 ATC as a sensitivity test.

8.1.2 The junction layout is provided as Appendix 15.1, the sensitivity test flows are provided as Appendix 15.2 and the output results are provided as Appendix 15.3. The results are summarised in Table 8A below.

Table 8A PICADY Results: Site Access

Table 6A ROAD Results: Site Access												
Arms	2027 Total						2032 Total					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak		Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Site Access	0.14	0	0.23	0	0.24	0	0.14	0	0.23	0	0.24	0
Common Road	0.12	0	0.20	0	0.22	0	0.13	0	0.20	0	0.23	0
	2027 Total Sensitivity Test						2032 Total Sensitivity Test					
Site Access	0.16	0	0.30	0	0.27	0	0.16	0	0.30	0	0.27	0
Common Road	0.14	0	0.29	1	0.27	1	0.14	0	0.29	1	0.28	1

RFC: Ratio of Flow to Capacity
Q: Number of Vehicles Queued

8.1.3 Table 8A demonstrates that the site access would have more than sufficient capacity to accommodate the proposed traffic generated by the development. The maximum RFC would be 0.24 on the site access arm during the 2027 and 2032 Saturday peaks with no queueing. The results also demonstrate that there would be minimal queueing on Common Road. It is therefore considered that a right turn lane is not necessary.

8.1.4 The results of the sensitivity test demonstrate that even if the flows were higher on Common Road, the site access would still have operate well within capacity.

8.2 ARCADY Assessment: Asda Roundabout

8.2.1 ADL have undertaken a capacity assessment of Asda roundabout using the computer programme Junctions 11. A plan of the junction is provided as Appendix 16.1, and the results output is provided as Appendix 16.2. The results are summarised in Table 8B below.

Table 8B ARCADY Results: Asda Roundabout

Arms	2027 Base						2027 Total					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak		Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Common Road	0.14	0	0.19	0	0.17	0	0.17	0	0.24	0	0.24	0
Asda Rt Southern Arms	0.28	0	0.30	0	0.32	1	0.31	1	0.34	1	0.37	1
Asda Access	0.23	0	0.37	1	0.39	1	0.24	0	0.38	1	0.41	1
Business Park Road	0.09	0	0.24	0	0.16	0	0.09	0	0.25	0	0.16	0
Arms	2032 Base						2032 Total					
	Weekday AM Peak		Weekday PM Peak		Saturday Peak		Weekday AM Peak		Weekday PM Peak		Saturday Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Common Road	0.14	0	0.19	0	0.17	0	0.18	0	0.25	0	0.24	0
Asda Rt Southern Arms	0.29	1	0.31	1	0.33	1	0.32	1	0.35	1	0.38	1
Asda Access	0.23	0	0.37	1	0.39	1	0.24	0	0.38	1	0.41	1
Business Park Road	0.09	0	0.25	0	0.17	0	0.10	0	0.27	0	0.17	0

8.2.2 Table 8B demonstrates that the maximum RFC would be 0.41 with 1 vehicle queuing on the Asda Access arm during the 2027 and 2032 Total Saturday peaks. The proposal would therefore have no significant impact on the operation of the junction.

8.2.3 The junction modelling results outlined above demonstrate that the proposed traffic would not have a material impact on the operation of the surrounding road network.

9.0 MITIGATION MEASURES AND OTHER REPORTS

9.1 Mitigation Measures

- 9.1.1 The proposal would have no material impact on the operation of the local road network and there would be sufficient parking for customers of the McDonald's.
- 9.1.2 It is proposed to provide a section of footway to link the site to the existing footway on Common Road to make the site accessible to pedestrians. There would also be a link provided to the cycle route to the south.
- 9.1.3 It is concluded that no further mitigation measures are required.

9.2 Other Reports

- 9.2.1 A Travel Plan is not required as part of this planning application as advised as part of the pre-application advice. a Delivery Management Plan will be submitted with the planning application.

10.0 PLANNING POLICY ASSESSMENT

10.1 Planning Policy Wales (Edition 12, February 2024)

10.1.1 The Planning Policy Wales Edition 12 (adopted February 2024) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

10.1.2 Chapter 4.0 of PPW covers the theme of ‘Active and Social Places’ and the transportation components of place making.

10.1.3 The principle of the PPW policy is to encourage sustainable travel as set out in paragraph 4.1.1:

“The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- Bringing services to people to reduce the need to travel. This is not about preventing travel altogether, it is about planning ahead for better physical and digital connectivity to support access to more local services, and more home and remote working. If more people can walk and cycle for everyday trips, we will reduce our dependency on cars.*
- Allowing people and goods to move easily from door-to-door by accessible, sustainable and efficient transport. To achieve this, we will need to invest in reliable, efficient and affordable transport services that people want to use, can use and do use. We also need the transport infrastructure to support those services. We will make sure our transport infrastructure is safe, accessible, well-maintained and future-proofed, to adapt to climate change.*
- Where we need new transport infrastructure, we will use the sustainable transport hierarchy to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.*
- Encouraging people to make the change to more sustainable transport. If we are going to meet our climate change targets, we also need people to travel differently. Which means making it easier to do the right thing. We will do this by making low-carbon sustainable transport more attractive and more affordable, and by adopting innovations.”*

10.1.4 The proposed development site is accessible by walking, cycling and public transport. The majority of vehicle trips to the restaurant would be existing on the network in any event.

10.1.5 As set out in paragraph 4.1.8 The Welsh Government will seek to encourage cycling:

“The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act”.

10.1.6 It is proposed to provide cycle parking for staff and customers to encourage cycling. A link will be provided to the cycle route to the south.

10.1.7 The sustainable travel:

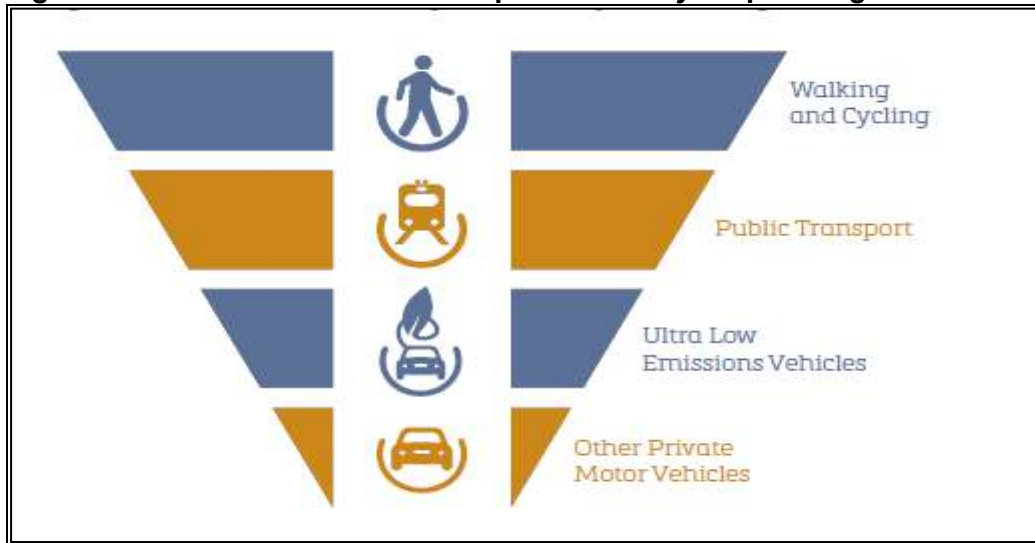
“Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.”.

10.1.8 The proposed development is accessible by walking, cycling and public transport. It is also proposed to extend the existing footway on the western side of Common Way into the site and provide a cycle route to the south.

10.1.9 The Welsh Government have set out a hierarchy for sustainable transport in relation to new development as follows:

“It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.”

Figure 12A The sustainable transport hierarchy for planning



10.1.10 The site is accessible by public transport. EV charging bays would be provided within the car park. It is proposed to provide a section of footway on Common Road allowing for pedestrian access to the site and a link to the cycle route to the south.

10.1.11 The PPW acknowledges in para 4.1.17 that in rural areas the approach to sustainable transport will be site specific:

“Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances. For example, a planning authority wishing to grow a rural village, despite it having limited public transport accessibility, could apply the transport hierarchy by: first considering how the location and design of new development could encourage walking and cycling to shops and services in the village centre; then consider whether new development could be located near a bus stop or enable improvements to the bus service; before finally considering the needs of private motor vehicles, including measures to encourage the use of Ultra Low Emission Vehicles.”

10.1.12 This site is located in an edge of town location with a reasonably good level of accessibility by walking, cycling and public transport commensurate with the nearby retail units.

10.1.13 The PPW promotes Active Travel and sets out that new development should integrate with existing active travel networks;

“New development places additional demand on transport infrastructure and networks, with the location, layout and design of development affecting the distance and way in which people travel. Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice. As outlined in paragraph 4.1.11, active travel infrastructure should be put in place early on in a development, and before the people living there move in, to support active and healthy travel patterns from the outset”

10.1.14 It is proposed to provide a section of footway on Common Road and a link to the cycle route to the south. Cycle parking would also be provided at the restaurant.

10.1.15 The PPW sets out in relation to cycle parking that:

“New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities. As well as providing cycle parking near destinations, consideration must also be given to where people will leave their bike at home. Guidance on cycle parking is contained within the Active Travel Design Guidance. Planning authorities may alternatively wish to adopt locally specific minimum cycle parking standards and guidance.”

10.1.16 Cycle parking would be provided in accordance with the Council's Standards.

10.1.17 The PPW sets out in relation to public transport that:

“Planning authorities must ensure the layout, density and mix of uses of new development support the use of public transport and maximises accessibility potential. In particular, higher densities and mixed-use development should be encouraged in areas highly accessible by public transport. In these circumstances, the implications of airborne pollution will need careful consideration including the need to meet decarbonisation targets.”

10.1.18 The site is well served by public transport.

10.1.19 The PPW policy regarding Electric Vehicle Charging Points is as follows:

“To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system should encourage and support the provision of ULEV charging points as part of new development. Future Wales sets out the Welsh Government’s requirements for the provision of electric vehicle charging points for non-residential development”

10.1.20 Two EV charging bays would be provided.

10.1.21 Paragraphs 4.1.50, 4.1.51, 4.1.53 and 4.1.54 outline the Welsh policy regarding car parking provision:

“Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.

A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.

Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review. Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.

Private non-residential parking can be a significant component of parking provision in town centres. Authorities should, where appropriate, seek to encourage appropriate redevelopment or re-use of existing private parking sites to bring the provision down, and should refuse planning permission for public and private car parks which do not meet the

strategic aims of the development plan and the Joint Local Transport Plan / Regional Transport Plan.”

10.1.22 An appropriate level of parking is proposed which is sufficient to accommodate the expected level of demand by customers of the restaurant.

10.1.23 PPW regarding Transport Assessments, sets out that:

“Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.”

10.1.24 A Transport Assessment has been prepared to support the planning application.

10.1.25 The proposal accords with the Welsh National Guidance.

10.1.26 Guidance for Transport Assessments is set out in paragraph 4.1.56 and 4.1.57, the paragraphs state that,

“Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.

Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport²⁹ must be accompanied by a Transport Assessment.”

10.1.27 Planning Policy Wales Paragraph 4.157 states that

“Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment.”

10.1.28 A transport assessment is provided in accordance to TAN 18: Transport.

10.2 Planning Policy Wales Technical Advice Note 18: Transport

10.2.1 TAN 18 (2007) sets out the Welsh Government advice regarding transport and planning applications.

10.2.2 Paragraph 3.7 stated that the development should offer easy access by different transport modes.

“The location of major travel generating uses including employment, education, shopping and leisure can significantly influence the number and length of journeys, journey mode and the potential for multi-purpose trips. Development plans should seek wherever possible to identify locations for such developments, which offer genuine and easy access by a range of transport modes and therefore:

- allocate major generators of travel demand in city, town and district centres and near public transport interchanges, as a means to reduce car dependency and increase social inclusion by ensuring that development is accessible by public transport for those without access to a car;*
- contain policies which direct facilities for which there is a regular need to be located close to their users in local and rural centres, ensuring easy access for all, especially by walking and cycling; such facilities include primary schools, doctors surgeries and local convenience shops; and*
- consider the potential for changing existing unsustainable travel patterns, for example through a co-ordinated approach to development plan allocations and transport improvements.”*

10.2.3 The development is reasonably accessible by public transportation, walking and cycling given its roadside location.

10.2.4 Paragraph 5.2 sets out the criteria for accessibility infrastructure.

“Local authorities, developers and transport providers should work together to meet the needs of all people, including those with disabilities, for equality of access by:

- identifying their needs in terms of parking, in particular ensuring that adequate numbers of suitably designed parking spaces are provided in appropriate locations;*
- ensuring that their needs are taken into account in the layout, physical conditions and interrelationship of land uses. Particular care needs to be paid to town centres where shop mobility schemes could be considered and to public spaces to ensure that they are well designed and safe for all pedestrians, especially those who are blind or partially sighted²⁷; and*

- ***ensuring that transport infrastructure and interchanges, are designed and located to be safe, accessible and functional for all.***

10.2.5 Accessible parking spaces are provided within the site.

10.2.6 Paragraph 6.2 sets out the criteria for a fully inclusive pedestrian environment.

“Local authorities should promote walking as the main mode of transport for shorter trips through the use of their planning and transport powers. Consideration should be given to ways in which areas and developments can be made more attractive and safer for pedestrians through the arrangement of land uses and design policy. When preparing development plans, design guidance, master plans and in determining planning applications authorities should:

- ***ensure that new development encourages walking as a prime means for local journeys by giving careful consideration to location, access arrangements and design, including the siting of buildings close to the main footway, public transport stops and pedestrian desire lines;***
- ***ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools;***
- ***ensure the adoption of suitable measures, such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming;***
- ***promote the reallocation of road space to pedestrians;***
- ***consider the needs of all pedestrians in the design of town environmental improvement schemes, which may involve pedestrianisation and restricted access schemes;***
- ***support the use of public rights of way for local journeys; and***
- ***identify and protect existing and proposed routes suitable for the use of cyclists and walkers. These may include recreational or commuter routes alongside river banks, canal towpaths and disused railway lines.***

10.2.7 The site benefits from the existing walking and cycling infrastructure. It is proposed to provide a section of footway to link to the existing footway on Common Road and a link to the cycle route to the south.

10.2.8 Paragraph 6.4 sets out the criteria for cycle route.

“Local authorities should aim to develop an effective network of cycle routes, including safe routes to schools. Development plans, design guidance, and master plans should include encourage cycling through:

- *identification of new cycle routes utilising existing highway (including public rights of way where appropriate), disused railway lines, space alongside rivers and canals, parks and open space;*
- *ensuring that new development encourages cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links;*
- *securing provision of secure cycle parking and changing facilities in all major employment developments, including retail and leisure uses, town centres, transport interchanges, educational and health institutions;*
- *securing provision of cycle routes and priority measures in all major developments;*
- *adopting minimum cycle parking standards within their parking strategies - for commercial premises these standards should include cycle parking for both employees and visitors; and*
- *ensuring new residential developments provide storage for bicycles so they are easily available for everyday use while secure enough to be left unattended for long periods of time."*

10.2.9 The site benefits from existing nearby cycle infrastructure and a new link will be provided to connect to the cycle route. Adequate secure cycle parking spaces are proposed to be provided within the site.

10.2.10 Paragraph 9.2 sets out the criteria for a transport assessment.

"Developers should be required by local authorities to submit transport assessments to accompany planning applications for developments that are likely to result in significant trip generation (see Annex D for suggested thresholds). This requirement should be defined and secured through a policy in the development plan with relevant detail in SPG. The precise scope and content of each TA will depend upon the scale, travel intensity and characteristics of the proposal. In general TAs should, as a minimum, provide information on the likely modal split of journeys to and from the site. The TIS should detail the measures proposed to improve access by public transport, walking and cycling and reduce the number and impacts of motorised journeys associated with the proposal."

10.2.11 A transport assessment is provided according to the requirement

10.3 Local Planning Policy Guidance

10.3.1 The Merthyr Tydfil Replacement Local Development Plan 2016 - 2031 sets out the Council's adopted plans and policies for new development.

10.3.2 Policy SW12 sets out the council's measures for improving the transport network. Policy SW12 states that:

“Development that encourages a modal shift towards sustainable transport will be supported, including the enhancement of pedestrian, cycle, rail and bus facilities, in addition to any necessary road improvements. Development proposals will be expected to demonstrate how they reduce the need to travel and encourage the use of sustainable transport.

*To support the County Borough's transport network the following schemes are proposed:
Walking and cycling*

1. Proposed Active Travel Integrated Network Map routes;

Bus and rail

2. New Merthyr Tydfil Central Bus Station;

3. South East Wales Metro (Merthyr Tydfil Valley line) improvements;

4. Safeguarding of land for a new metro station at the Hoover Strategic Regeneration Area (HSRA);

5. Pentrebach Rail Station Park and Ride;

6. Safeguarding of the Cwm Bargoed rail line and railhead;

*7. Safeguarding of land for the future rail line extension (Cwm Bargoed to Dowlais Top);
and Highways*

8. Safeguarding land for the dualling of the A465 (T) Heads of the Valleys Road.”

The site benefits from existing walking and cycling infrastructure in the vicinity of the site. The site benefits from a good level of accessibility by public transport.

10.3.3 The proposal therefore accords with the local planning policy guidance.

11.0 SUMMARY AND CONCLUSIONS

- 11.1 ADL Traffic and Highways Engineering have been appointed by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA), in support of the planning application for the proposal of a McDonald's restaurant with drive thru facilities at land at Common Road, Penygarnddu Business Park, Merthyr Tydfil.
- 11.2 Merthyr Tydfil County Borough Council provided highways pre-application comments which have been addressed throughout this Transport Assessment.
- 11.3 The permitted use of the site is considered to be Use Class B2 (General Industrial) although the site has been vacant for several years. The site also includes a residential dwelling which is also currently vacant.
- 11.4 It is concluded that the accident analysis does not indicate any highway safety issues which need to be addressed as part of this planning application.
- 11.5 It has been demonstrated that there are 4 existing McDonald's restaurants within 10km of the site. The proposed restaurant would therefore serve passing motorists and the business park.
- 11.6 The site benefits from a reasonable level of walking, cycling and public transport accessibility commensurate with the surrounding employment and retail uses.
- 11.7 It is proposed to redevelop the site to provide a 309sqm GEA (286sqm GIA) single-storey McDonald's restaurant with side-by-side drive-thru facilities. The dining area would be approximately 71sqm with 50 covers. It is proposed to provide 32 car parking spaces within the McDonald's demise including 2 accessible parking spaces, 2 EV charging bays, and 1 grill bay for drive thru customers. There would also be 3 motorcycles parking spaces. There would be 6 cycle parking spaces (3 Sheffield stands) provided for the restaurant located close to the building.

11.8 Vehicle access to the restaurant for customers would be via the existing junction on Common Road. The access would be modified slightly to accommodate the swept path of the McDonald's delivery vehicle. Pedestrian access would be provided from Common Road, the footway would be continued to the east of the Lidl access to connect with the restaurant. There would also be a new link provided to the cycle route to the south.

11.9 Appropriate arrangements are proposed for the servicing of the restaurant.

11.10 The proposal would generate the following inbound traffic:

- Weekday AM peak 81 vehicles
- Weekday PM peak 126 vehicles
- Saturday peak 130 vehicles

11.11 On a Weekday, 57% of customer trips to McDonald's could be expected to be additional trips to the restaurant and 24% would be existing on the road network, of which 19% would be shared with the foodstores. On a Saturday, 42% of trips would be additional trips and 38% would be existing on the road network, of which 20% would be shared trips with the shared trips.

11.12 The number of additional trips (sole purpose) to the network would be;

- Weekday Am Peak 46 vehicles
- Weekday Pm Peak 72 vehicles
- Saturday Peak 55 vehicles

11.13 The proposal would have no material impact on the operation of the surrounding local road network and the proposed traffic could be accommodated.

11.14 The proposed car park and drive thru have sufficient capacity to accommodate the expected demand.

11.15 A Delivery Management Plan will be submitted with the planning application.

11.16 The proposal accords with the national and local planning policy guidance.

11.17 It is concluded that there are no justifiable, traffic, transportation or highways reasons for refusing this application.

PRE-APPLICATION ADVICE

- 1.1 ADL Pre-Application Traffic Note (July 2024)
- 1.2 Pre-Application Advice Letter (July 2024)



**PRE APPLICATION TRAFFIC NOTE
PROPOSED MCDONALD'S RESTAURANT
LAND AT COMMON ROAD
PENYGARNDNDDU INDUSTRIAL ESTATE
MERTHYR TIDFILL
CF48 2TA
ADL REF: 6197 02A JULY 2024**

1.0 INTRODUCTION

- 1.1 ADL Traffic and Highways Engineering have prepared this Pre Application Traffic Note for the proposal for a McDonald's restaurant with drive thru facilities at land at Common Road, Penygarnddu Industrial Estate, Merthyr Tidfil.
- 1.2 The site is currently vacant land located to the east of the existing Lidl car park. The site boundary to the north is Common Road (unclassified). There are industrial/commercial uses to the east and to the south. There is also a residential dwelling to the south. A plan showing the site location is included as Attachment 1.0. A plan showing the site aerial view is included as Figure 1A below.
- 1.3 The site benefits from an existing vehicle access in the form of a priority junction onto Common Road
- 1.4 Common Road is a single carriageway road subject to the national speed limit. It runs between the A465 at the Dowlais Top Junction and the A465 at the Pant-Y-Waun Junction.

APPENDIX 1.1
ADL PRE-APPLICATION TRAFFIC NOTE
(JULY 2024)

Figure 1A Site Aerial View



- 1.5 The A465 Heads of Valley Road is currently subject to Welsh Government highway improvements between Dowlais Top and Hirwaun including bridge under the Dowlais Top Roundabout. The highway works are shown on the plans in Figure 1B below.

2.0 PROPOSED DEVELOPMENT

2.1 The proposal is to redevelop the site to provide a 293sqm GEA (270sqm GIA) single storey McDonald's restaurant with side-by-side drive thru facilities. The Architects layout is included as Attachment 2.0.

2.2 Vehicle access to the restaurant for customers would be via the existing junction on Common Road. The access would be modified slightly to accommodate the swept path of the McDonald's delivery vehicle. A plan showing the visibility splays achievable from the site access is included as Attachment 3.0. The visibility splays achievable from the site access would be;

- 2.4m x 38m to the tangent to the right
- 2.4m x 83m to an on coming vehicle to the right.
- 2.4m x 85m to the left.

2.3 ADL commissioned Autosurveys to undertake an ATC on Common Road between 12/06/24 and 18/06/24. The ATC data is included as Attachment 4.0. The speed survey results are summarized below. These are dry weather speeds.

Table 2A Dry Weather Speed Survey Results Common Road

	Eastbound	Westbound
Average	29.0mph	28.9mph
85 th %ile	34.8mph	35.3mph

2.4 The visibility splay requirements based on Manual for Streets (2010) would be;

- 2.4m x 49m to the right
- 2.4m x 48m to the left

It is considered that sufficient visibility splays could be provided.

2.5 As shown on the plan in Attachment 3.0 There is unregistered land within the site access bell mouth and to the east of the site access. The bell mouth of the Lidl Access also appears to be unadopted. McDonald's/ADL would like to discuss the future use of this land further with the Highway Authority.

- 2.6 Pedestrian access would be provided from Common Road the footway would be continued to the east of the Lidl access to connect with the restaurant.
- 2.7 There would be 30 car parking spaces for the McDonald's restaurant, including 2 accessible spaces, 2 EV spaces (one accessible) and 2 grill bays for drive thru customers. There would be 6 cycle parking spaces and 3 motorcycle parking spaces.
- 2.8 There appear to be no parking standards for Merthyr Tidfill. Tan 18 states that parking standards should be maximum standards for non residential uses and there is no minimum standard, therefore the parking provision is considered to be appropriate.
- 2.5 The restaurant is expected to be serviced 3-5 times per week by a 16.62m articulated delivery vehicle during quiet trading periods. Servicing would occur from the car park. There is a system of planning and scheduling deliveries so that the spaces required within the car park for the delivery vehicle to manoeuvre and unload can be conned off prior to the arrival of the delivery vehicle. TRACK analysis for the McDonald's delivery vehicle is included as Attachment 5.0.

3.0 TRAFFIC GENERATION

- 3.1 The proposed McDonald's traffic generation has been calculated based on surveys and transaction data from three existing McDonalds restaurants at Darlington, Bradford and Ripley. These sites are similarly located on the edge of towns close to large foodstores. Details of the restaurants are provided in Table 3A below. A summary of the survey data is provided as Attachment 6.0.

Table 3A Proposed Comparable McDonald's

Restaurant and Store №	Darlington № 614	Bradford № 820	Ripley № 1068	Average Surveyed	Merthyr Tidfill
Restaurant Type	Single Storey	Single Storey	Single Storey	Single Storey	Single storey
Floor Area	322sqm	352sqm	305sqm	326sqm	293sqm
№ of Seats	91	87	82	85	25
Parking Provision	21	38	29	31	30
Drive Thru Facilities	Side By Side	Side By Side	Single	Side By Side	Side By Side
Population within 5 Km	80,960	242,630	64,950	129,513	46077
AADT	20,935	22,928	18,167	20,667	16,160
Number of Surrounding McD Restaurants Within 5km (incl. store)	2	7	1	4	3
Located Near to Major Foodstore	Morrisons	Morrisons	Morrisons	Morrisons	Asda
Population per McDonald's Restaurant	40,480	34,661	64,950	46,697	15,359

3.2 Customer interview surveys have been undertaken at the surveyed restaurants. These interview surveys have been used to determine the proportion of additional and existing customer trips. The proposed trips by type are summarised in Table 3B below. It is expected that 43% of customer trips would be existing to the network during the Friday PM peak and 58% of customer trips would be existing to the network during the Saturday peak. It is expected that around 20% of trips would be shared with the ASDA or Lidl.

Table 3B Proposed McDonald's Trips By Type

Trip Type	Weekday					Saturday		
	%	Am Peak		Pm Peak		Saturday Peak		
		In	Out	In	Out	%	In	Out
Additional	57%	46	46	72	70	42%	55	57
Pass by/Diverted	24%	19	19	30	30	38%	49	52
Shared with Foodstore	19%	16	16	24	23	20%	26	27
Total	100%	81	81	126	123	100%	130	136

3.3 As a comparison exercise ADL have reviewed the TRICS database v7.11.1 for drive thru surveys which are situated in urban locations. As TRICS is the industry standard methodology for traffic generation predictions, ADL have run the TRICS assessment of the weekday and Saturday traffic as a comparison exercise to the assessment above. The TRICS data is included in Attachment 7.0 and the results are shown in Table 3C below.

Table 3C Traffic Generation Based on TRICS

		McDonald's TRICS Sites		ADL Assessment Based on McDonald's Surveys	
		In	Out	In	Out
Friday AM Peak	Trip Rates	13.263	12.573		
	Traffic Generation 293sqm	39	37	81	81
Friday PM Peak	Trip Rates	16.879	16.941		
	Traffic Generation 293sqm	49	50	126	123
Saturday Peak	Trip Rates	35.559	34.817		
	Traffic Generation 293sqm	104	102	130	136

3.4 Table 3C demonstrates that based on TRICS the predicted traffic would be lower than the weekday traffic generation based on the ADL surveyed restaurants and therefore the assessment we have provided is robust.

4.0 PARKING AND DRIVE THRU LANE ASSESSMENT

4.1 The McDonald's drive thru demand has also been ascertained from the surveyed restaurants. The proposed drive thru would have capacity for 17 vehicles and the maximum drive thru demand based on the surveys would be 13 vehicles. The maximum parking demand would be 25 vehicles which could also be accommodated in the 30 space car park.

5.0 PLANNING REPORTS

5.1 It is proposed that planning applications for either option would be supported by a Transport Assessment. A proposed scope of study is included as Attachment 8.0.

5.2 Modelling is proposed to be provided for; the Site Access Junction and the ASDA Roundabout. Given the size and scale of the A465 Roundabout it is considered that modelling of this junction would not be necessary.

5.2 ADL would be grateful if the Highway Authority could advise if there are any committed developments which they would like us to include in the Transport Assessment. Please could the Highway Authority advise if a Travel Plan and Delivery Management Plan would be required?

6.0 SUMMARY

- 6.1 ADL Traffic and Highways Engineering Ltd have prepared this Highways Pre Application Note to present seek pre application advice regarding highways issues for a proposed McDonald's restaurant at land at Common Road, Merthyr Tidfil.
- 6.2 This Note outlines the proposed traffic generation for the site and the scope of proposed Transport Assessment.

INTERNAL MEMORANDUM

Your Ref.: 24/000

Our Ref.:

To: Town Planning – Development Control

FAO: Rebecca Owens

From: Engineering and Highways – Highway Development Control

Please ask for: Liam Davies

Date: 26/07/2024

**OBSERVATIONS BY THE ENGINEERING AND HIGHWAYS DIVISION IN RESPECT OF PRE APPLICATION
DEVELOPMENT PROPOSALS AFFECTING EXISTING OR PROPOSED PUBLICLY MAINTAINED
(ADOPTED) HIGHWAY**

PROPOSED DEVELOPMENT

The pre application is for the development of a drive-thru restaurant (A3 use class), McDonalds.

LOCATION

Land to the north of Heads of the Valleys Road (A465), Merthyr Tydfil, CF48 2TA

PLANNING HISTORY

P/12/0273 - Erection of ready mix concrete plant - **Approved**

HIGHWAY ASSESSMENT

REVIEWED DOCUMENTS AND PLANS

Document Name	Document/Drawing Number	Date
Pre Application Traffic Note	6197 -02A(32460046.1)	July 2024
Feasibility Site Layout Option 2	13888_AEW_2685_F002B_	March 2024

Overview of existing use and what is proposed

The site currently comprises a of brownfield land to the north of the A465.

TRANSPORT NOTE

Trip Generation

The applicant has used two methodologies to determine the Trip Generation. The first method was to use data from three other McDonald Sites of similar size and location. This method using ADC data has only been undertaken for one Weekday (Friday) and for a Saturday ... ideally data for two – three days of the week should have been provided so that it was clear that the Friday data was more onerous, otherwise, there is nothing to compare against and it is not clear how robust the weekday trips are.

No raw data has been provided for the weekday Am peak so it is unclear how these figures have been determined. The averages shown in the raw data traffic flow survey provided do not correlate to **Table 3b**. This methodology is therefore currently flawed and the applicant should review the information, any future submission.

The applicant has then interrogated the TRICS data base (industry standard) obtain a trip generation and then compared the two different findings. Whilst this methodology is acceptable as previously stated the ADC data should be fully reviewed.

Junction modelling

As per paragraph, 5.2 in the submitted document **Pre Application Traffic Note**, with any future submission the applicant should provide junction modelling for site access junction and the ASDA roundabout.

Proposed Access Arrangement including Visibility

Vehicles accessing the site will do so via an unclassified unnamed road, which is referred to as Common Rd in the documentation. This road is adopted highway subject to the national speed limit along the sites frontage.

The unnamed road has its junction to the roundabout west of the site and the carriageway is approximately 8.1m wide. Whilst not a classified road the road is however, heavily trafficked. The proposed development will include the upgrading of an existing access into the site.

The volumes of traffic along the unnamed road (common road) are high as per the information supplied within the **Pre Application Traffic Note**. As per the *DMRB figure 2.3.1* the proposals should incorporate a right turn holding lane along the unnamed road (common road) to ensure the free flow of traffic.

After reviewing the speed survey submitted and the plan **SITE ACCESS ARRANGEMENTS WITH APH**, the required visibility splays cannot be achieved as per the *DMRB*. Based on the submitted 85th percentile speeds, the DMRB states that a visibility splay of 54m should be achieved in either direction to the near kerbside edge and 2.4m back from the junction

Parking / Manoeuvring Provision

As per the Wales Parking Standards 2014 *"1 commercial vehicle space (operational), 1 space per 3 non-resident staff & 1 space per 14m² of dining area (non-operational)"* needs to be provided. It also states within note 5 of the Wales Parking Standards 2014 *"Restaurants including drive through facilities for ordering and collecting food by car must have an internal segregated access for this purpose and be provided with a minimum of 6 waiting spaces."*

As the number of staff members on site have not been identified within the submitted documents, it cannot be confirmed whether the number of parking bays proposed is acceptable or an under provision, however, the proposals should provide the following:

- 1 commercial space
- 5 spaces for the 72m² dining area
- 6 spaces for collection and waiting purposes
- Applicant needs to confirm staff numbers for total figure

The proposed parking bays shown on the submitted plan **Feasibility Site Layout Option 2** are shown as 2.5m x 5.0m. The proposed bays are unacceptable in terms of size, as per the *Wales Parking Standards 2014* the minimum dimensions are 2.6m x 4.8m with a min 6m manoeuvring area behind each one. It is recommended that the proposed bays are shortened to allow for a wider carriageway width in order to aid vehicle movement throughout the site and widened to meet the correct standards

The northern parking bays (including the disabled bays), do not have the required 6m manoeuvring area as only 4.8m is shown on the submitted plan **Feasibility Site Layout Option**. To ensure that a vehicle can enter/exit the parking spaces safely, the proposed 1.2m pseudo footway should be removed to provide the 6m width, the highway authority will then consider this to be acceptable. Please refer to the Active travel comments below for more information regarding the pseudo footways.

Although within the submitted documents it has been stated that there are 33 spaces provided for the new site, this is not the case as some of these spaces are for specialist vehicles such as electrical cars and motorcycles resulting in 28 parking spaces. In addition, if the deliveries were in the daytime, a number of spaces would also be out of use during these times due to HGV deliveries. Therefore, the scheme as shown is only providing 17 car parking spaces at these times of delivery.

To obtain car parking numbers the applicant has used data from three other McDonald's sites (Bradford, Darlington and Ripley) to show that the proposed number of spaces would be enough to take the volume of cars coming into the site. However, on reviewing the raw data the survey undertaken appears to show that in Darlington the number of cars parked was more than the number of parking spaces. They have used the average demand for the three sites on a Saturday to determine the parking requirement, however, this average is taken from a whole day and should only consider the peak parking numbers for each of the sites ... if this is done the average parking demand for the sites used is 26 for Friday and 30 for Saturday. If 5no spaces are added to this figure to allow for fluctuation then then according to this methodology the site would need between 35-40 spaces. Therefore, proposed level of parking must be reviewed.

Internal drive through Assessment

Within the submitted documentation, **Pre Application Traffic Note** the raw data provided shows that the maximum drive through demand is a total of 19 vehicles based on the submitted survey, whilst the average of the sites is 15 on a Saturday not 13 vehicles as stated within the body of the document. The methodology of taking the raw data and using the average for a whole day is flawed as only maximum queue lengths should be averaged. The proposed 17 spaces for a queue should be reviewed as it will not be acceptable for cars entering to queue to block through movement for other vehicles.

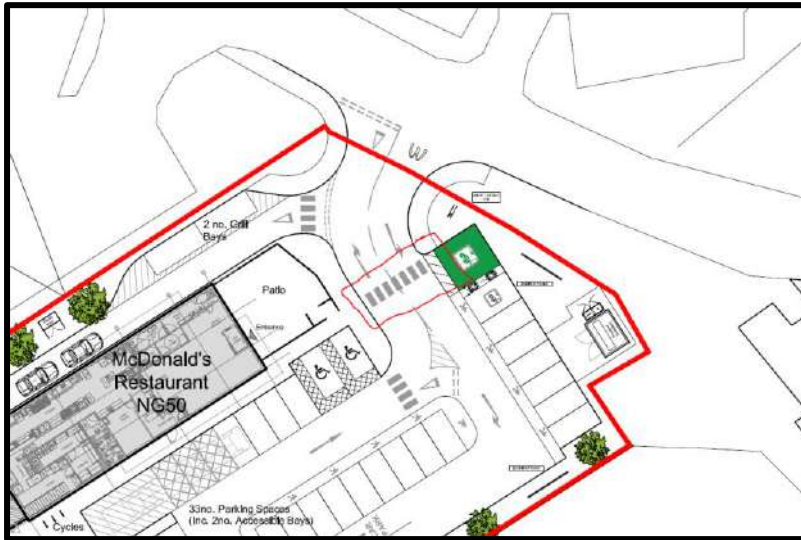
Cycle parking

As per the Wales parking standards 2014 "1 stand per 10 staff" should be provided. Within the submitted documents, there is no indication on how many staff will be at the restaurant, with any future submission this information should be provided before the proposed 3no stands can be considered to be acceptable.

The submitted **Feasibility Site Layout Option** plan details where the proposed Sheffield stands are to be located. The location is away from the main entrance and close to the loading bay, where they may conflict between operatives unloading. The cycle stand location should therefore be reconsidered to a more prominent position close to the building entrance.

Active Travel / Sustainability

The proposed internal crossing point shown on the submitted plan **Feasibility Site Layout Option 2**, which is adjacent to the proposed electrical charging point, should be relocated as the highway authority would not want to see a formal crossing point behind the allocated parking spaces as this could give rise to pedestrian safety issues. Please see image below with red line identifying the crossing point referred too.



Within the submitted plans there is no indication of what type of kerbing would be used throughout the site. With any future submission the kerbing type should be shown and at all crossing points, dropped kerbing should be installed to allow access for pedestrians.

In the interest of pedestrian safety, with any future submission the pseudo footways should be removed from the proposals. Within the submitted plan **Track Analysis: McDonalds Delivery Vehicle** the footways are being overrun by vehicles entering and exiting parking bays and this can cause confusion for pedestrian/vehicle right of way, therefore, unless these footways can be made a physical feature with kerbing and maintain a 6m manoeuvring area for vehicles, then they should be removed.

Within the submitted document, **6197 Pre Application Traffic Note** paragraph 2.6 suggests a new footway is to be provided from Lidl junction to the east across MTCBC adopted verge to join the new McDonalds junction. With any future submission this should be shown on the submitted plans. The applicant is advised the S278 agreement may be required for these works.

Pedestrians are unable to access the proposed development via the local public transport network, as there are no bus stops within proximity of the site.

Swept Paths

From the submitted plan **Track Analysis: McDonald's Delivery Vehicle** the swept paths provided for a 16.5m HGV show that the articulated vehicle would overrun numerous parking bays and would also overhang the proposed footways which is a concern for vehicle and pedestrian safety. To enter

the proposed unloading bay the HGV will also have to reverse into the location making multiple manoeuvres, which is not acceptable. It is also noted that when exiting and entering the site the articulated vehicle would have to overrun onto the opposite side of the carriageway, as stated previously this is a highly trafficked road and with deliveries being undertaken 3-5 times a week such movements are not considered by the HA to be acceptable.

Therefore, with any future submission, the vehicle swept path analysis should be re-undertaken with the swept path showing that the tracking has been done at speed between 5-10mph, it should also should show the full wheel movement as well as the vehicle overhang. It may necessitate the redesign of the internal layout to some degree.

Transport Statement

The applicant is advised that a transport statement is required

Delivery Management Plan

The applicant is advised that a delivery management plan is required

Travel Plan

A Travel Plan is not required

Accident Data

Accident Data has been interrogated and it concludes that there have been no accidents recorded along the unnamed road in the last five years. Indeed, there appears to be no local cluster areas within the search area

SAB Requirement

The applicant is advised that SAB is applicable.

Scoping Note:

After reviewing the scoping note, although it is acceptable the swept path analysis needs to be reviewed along with the cycle parking and vehicle parking of the site as well as queue lengths.

Notes:

On the submitted plan, **Feasibility Site Layout Option 2** the applicant should give clarity on what "NG CORRALL" stands for as this can affect the highway authority's response

I trust the above is helpful and would confirm that the advice given is offered on an informal basis having regard to the information that is at hand at the present time and is wholly without prejudice to the formal consideration given on any planning application submitted for planning permission on the site.

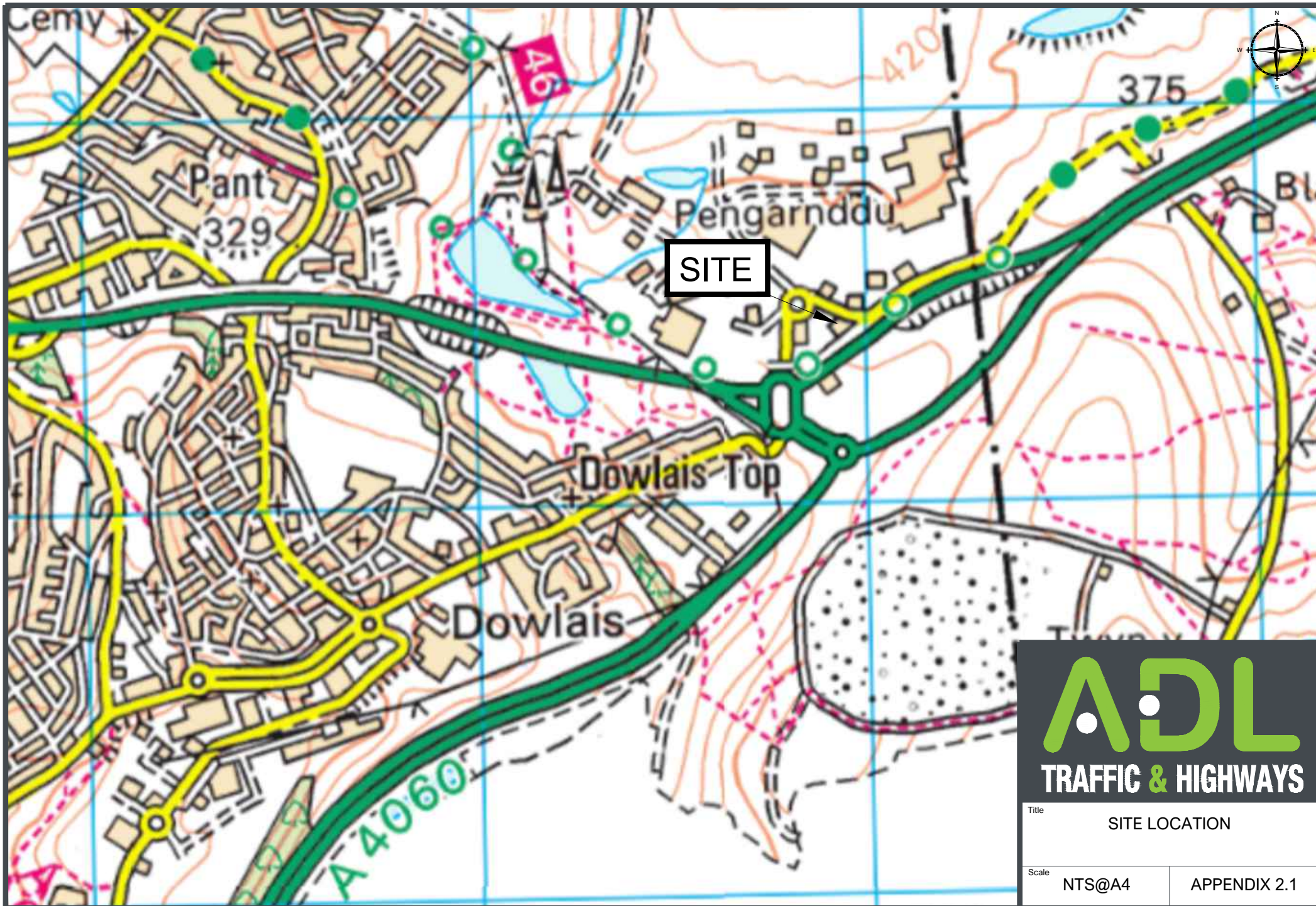
A handwritten signature in blue ink, appearing to be 'LO' followed by a flourish.

pp Carwyn Morris CEng MICE

Head of Engineering and Highways

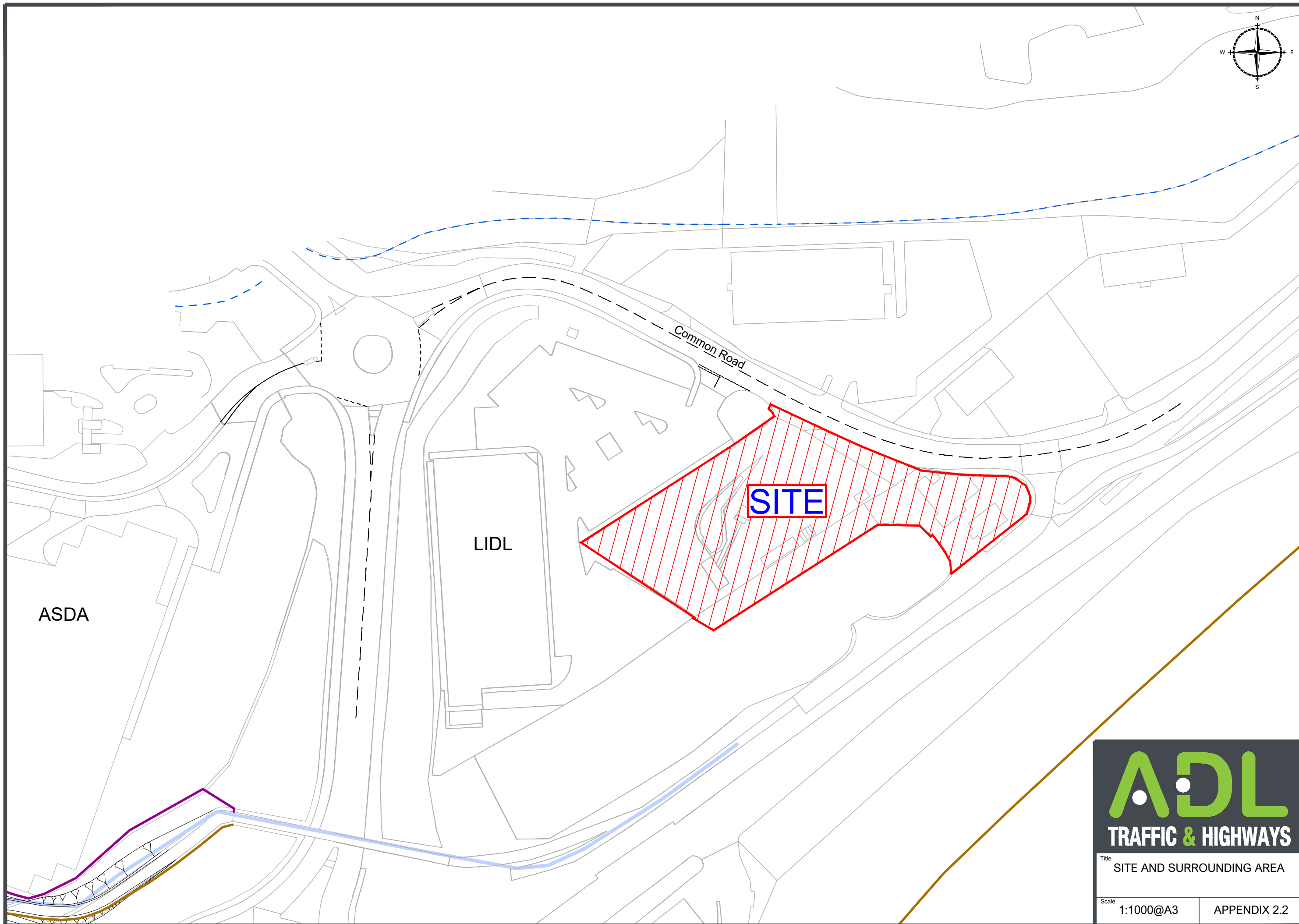
SITE LOCATION AND SURROUNDING AREA

2.1	Site Location
2.2	Site and Surrounding Area
2.3	A465 Highway Improvements



ADL
TRAFFIC & HIGHWAYS

Title		SITE LOCATION	
Scale		NTS@A4	APPENDIX 2.1

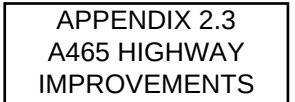


ADL
TRAFFIC & HIGHWAYS

Title
SITE AND SURROUNDING AREA

Scale
1:1000@A3

APPENDIX 2.2



A map showing the proposed rail line from Washington, D.C. to New York City. The line is highlighted in black with a white border. It starts in Washington, D.C., goes north through Loudoun County, Virginia, and then east through the Potomac River to New York City. Key locations marked include Washington, D.C., Loudoun County, Virginia, and New York City. The map also shows major highways and geographical features like the Potomac River and the Chesapeake Bay.

Legend

Highway scheme

- Scheme design
- Environment
- Cutting
- Structures (bridges, viaducts and retaining walls)
- Stone proof fence - low highway boundary
- Stone proof fence - low highway boundary
- Stone proof fence - temporary
- Proposed automatic road lighting 100
- Proposed automatic road lighting 120

Proposed features

- Native grassland creation
- Auto grassland creation
- Heath land creation
- Heath and stone (heath dependent on glacial conditions)
- Woodland
- Wooded edge
- Shrub with intermittent trees
- Shrub
- Heath
- Heath and wet grassland
- Decorative surface
- Woodland risk design feature
- Ecological management area
- Heathland vegetation within highway boundary
- Land to be returned to landowner
- Heath landscape feature
- Wild rose detail
- Wetland
- Ecology integration
- Individual tree
- Interpretation board
- Landscaped gateway details

Drainage

- Proposed drainage point
- Proposed drainage ditches
- Culverts - water pollution control measures
- Culverts - ecological protection measures
- Culverts - biodiversity

Public rights of way and access

- Footway
- Footpath
- National Cycle Network Route
- Proposed 30 shared use NHS facility
- Proposed public right of way
- Private means of access

Planning and Policy Elements

- Local authority boundary
- Local Features
- Revised Ancient Monument (RAM)
- Conservation areas
- Registered park and garden
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Local Nature Reserve (LNR)
- Site of Importance for Nature Conservation (SINCN)
- Wildlife Trust Reserve
- Revised Park Design

Existing features

- Revised Woodland
- Revised Woodland to be retained
- Tree Preservation Order
- Archaeology
- Appropriate location of Gate and access
- Watercourse and watercourse
- Dry drainage
- Existing roads

ACCIDENT DATA (COUNCIL'S RESPONSE)



Good Afternoon, apologies for the delay with this, I have reviewed our records and can confirm 0 collisions at the location you have indicated. I have attached a screenshot for your reference.

Kind Regards

Lisa

Lisa Williams-Clement

Swyddog Diogelwch y Ffyrdd/Road Safety Officer

Cyngor Bwrdeistref Sirol Merthyr Tudful/Merthyr Tydfil County Borough Council

01685 725000

...

Croesawn ohebu yn Gymraeg a fydd hyn ddim yn arwain at oedi.

Mae'r e-bost hwn ac unrhyw ffeiliau a drosglwyddir gydag ef yn gyfrinachol ac wedi'u bwriadu ar gyfer pwy bynnag y cyfeirir ef ato neu atynt. Mae cynnwys yr e-bost hwn cynrychioli barn y sawl a enwir uchod, felly nid ydyw'n dilyn ei fod yn cynrychioli barn Cyngor Bwrdeistref Sirol Merthyr Tudful.

Darllenwch ein [hysbysiadau preifatrwydd](#) i ddarganfod mwy am sut rydym yn defnyddio eich gwybodaeth personol.

Cyngor Bwrdeistref Sirol Merthyr Tudful

Canolfan Dinesig

Stryd Y Castell

Merthyr Tudful

CF47 8AN

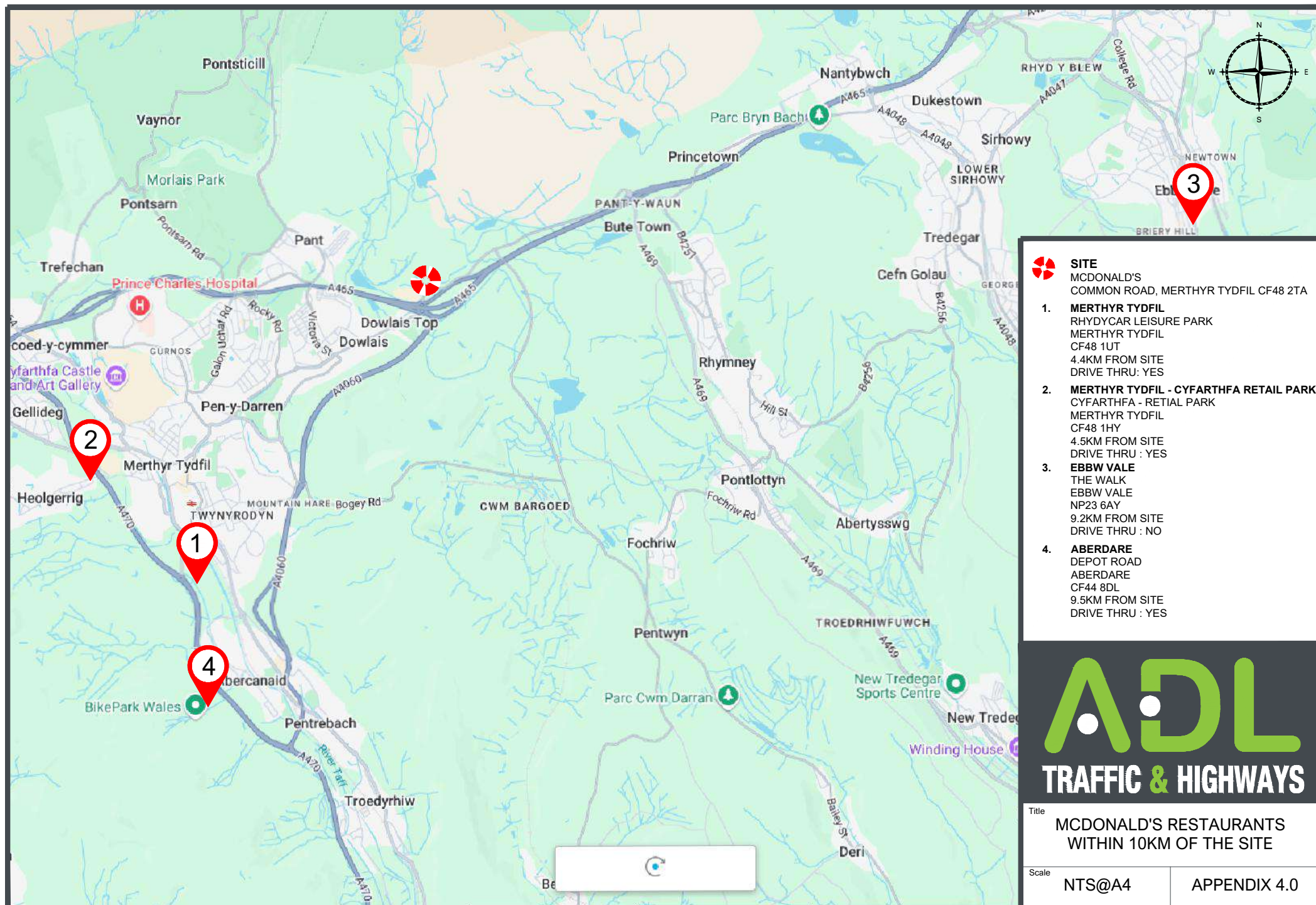
Teleffon: 01685 725000

We welcome correspondence in Welsh and this will not lead to a delay.

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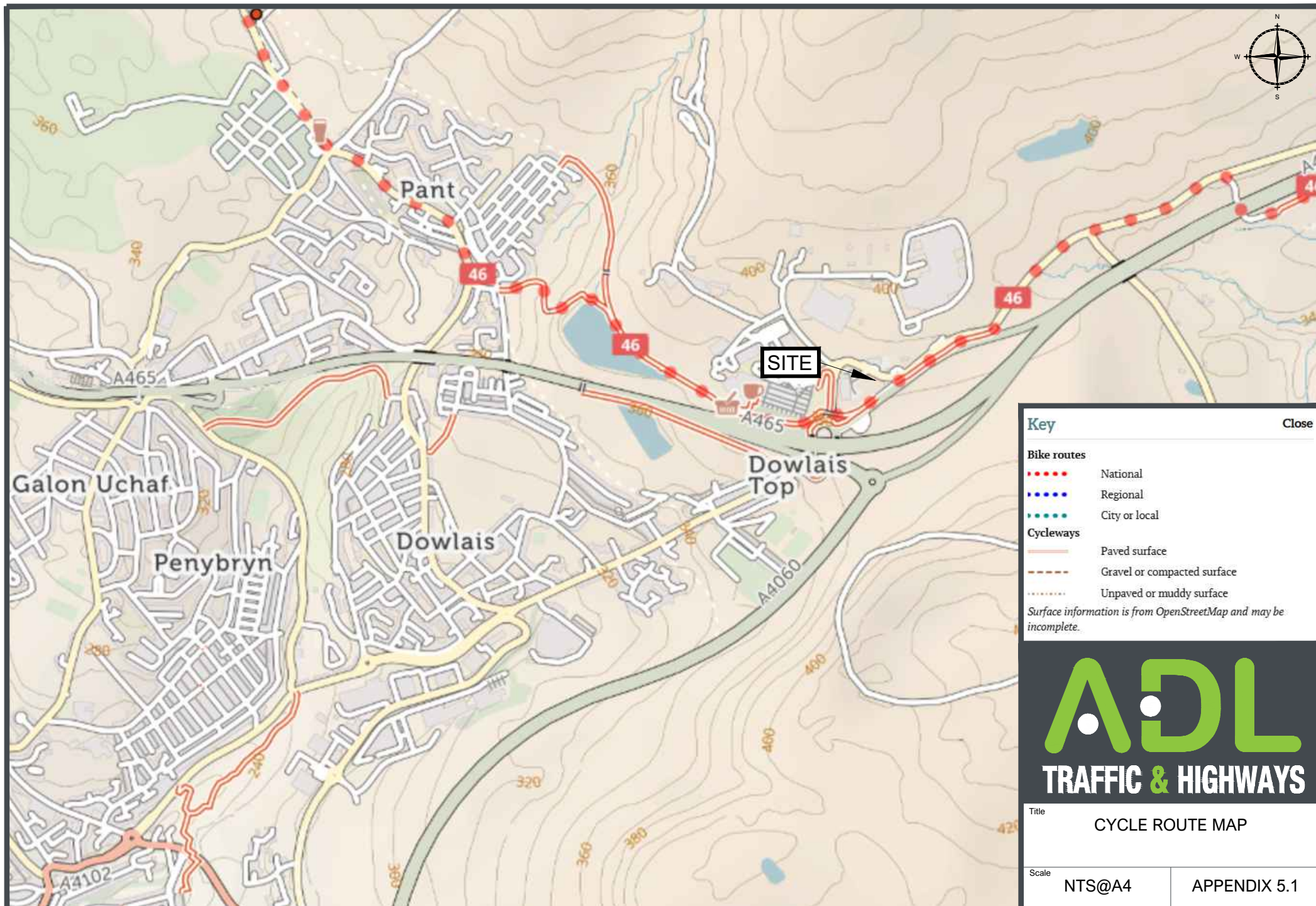
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MCDONALD'S RESTAURANTS WITHIN 10KM OF SITE



ACCESSIBILITY

5.1	Cycle Routes
5.2	Bus Stop Locations
5.3	Bus Routes



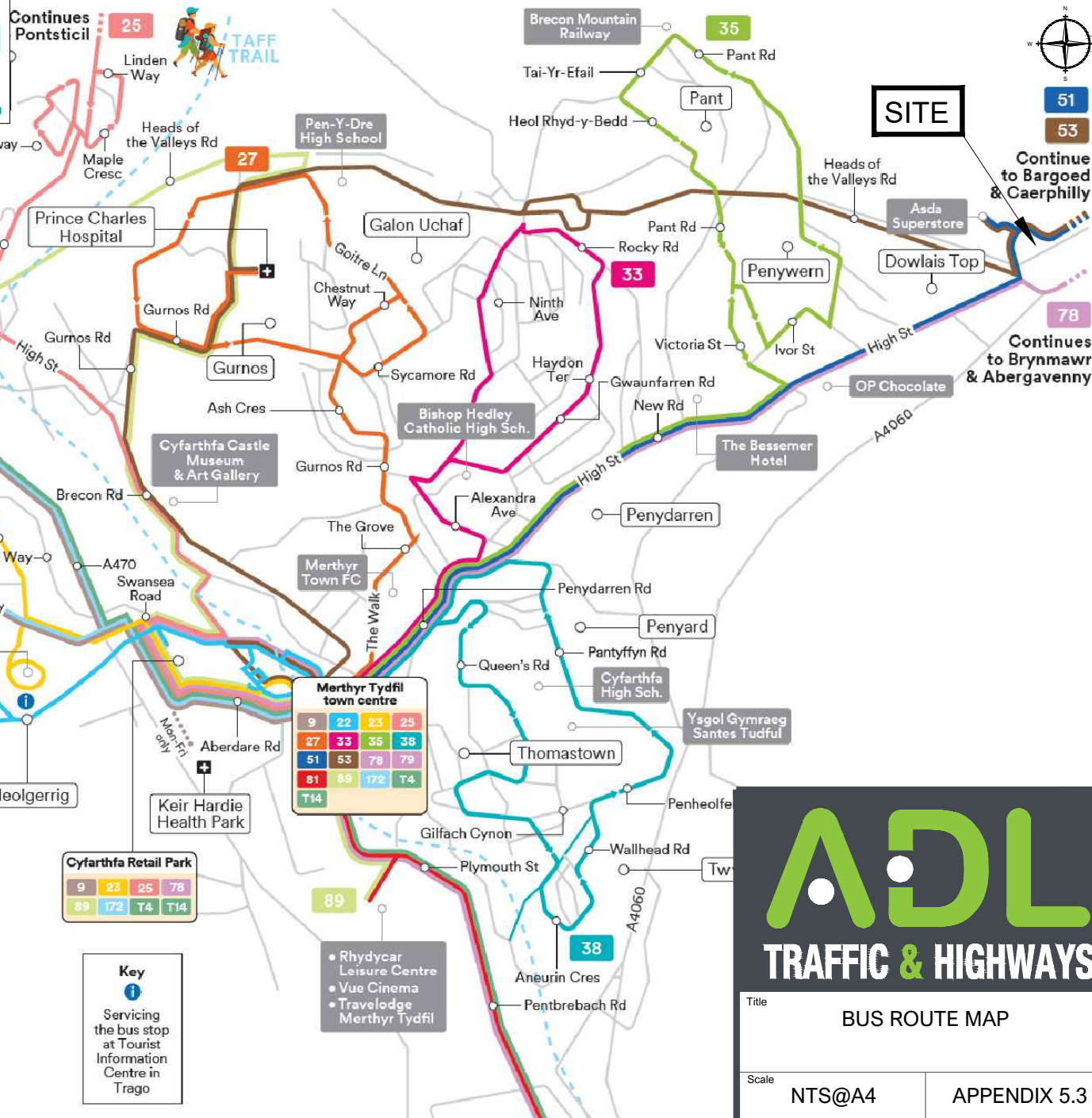


SITE

ADL
TRAFFIC & HIGHWAYS

Title BUS STOP LOCATIONS	
Scale NTS@A3	APPENDIX 5.2

9	22	23	25	27	33	35	38	51
53	78	79	81	89	172	T4	T14	



A map of Merthyr Tydfil showing the River Taff flowing through the town. Key streets include Penny St, Castle St, Avenue de Clichy, Victoria St, Church St, High St, and Swan St. Landmarks include Merthyr Tydfil College and Merthyr Tydfil. A bus station is located on High St. A grid of numbers is shown in the center-right, with a red dot indicating a specific location. The map is labeled with letters A through F and a red dot.

9	22	23	25
27	33	35	38
51	53	78	79
81	89	172	T4



ADL
TRAFFIC & HIGHWAYS

Title **BUS ROUTE MAP**

Scale NTS@A4

APPENDIX 5.3