

Planning Division  
Merthyr Tydfil County Borough Council  
Unit 5  
Triangle Business Park  
Pentrebach  
Merthyr Tydfil

**Eich cyf / Your ref** P/26/0115

**Ein cyf / Our ref** 26/SW-8175

08 July 2026

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (WALES)  
ORDER 2012:**

**Cyfarthfa Retail Park North Swansea Road Merthyr Tydfil**

**Erection of drive-thru restaurant (Class A3) with associated parking, servicing, landscaping and engineering works.**

I refer to your consultation of 1<sup>st</sup> June 2026 regarding the above application. The Welsh Government as highway authority for the A470 trunk road directs that planning permission is not granted at this time as the applicant has provided insufficient information to determine the application.

The applicant must provide the following information to support this application or resubmit the application with the following details;

- 1) A detailed junction capacity assessment shall be undertaken for the A470/Swansea Road (Gellideg) roundabout using an appropriately calibrated and validated modelling assessment based on surveyed traffic data. The assessment shall:
  - a) Include observed queue length and delay information for all roundabout approaches, including the A470 northbound and southbound arms, to establish and validate existing operating conditions.
  - b) Demonstrate operation under robust worst-case traffic conditions, including peak retail trading periods, weekend shopping peaks and any seasonal demand variations relevant to the operation of Cyfarthfa Retail Park and the trunk road network.
  - c) Consider existing traffic conditions, opening year, opening year plus 5 years and opening year plus 10 years scenarios.

- d) Apply appropriate TEMPro growth factors to future year traffic forecasts.
- e) Include all committed and extant developments in the vicinity which may influence the operation of the trunk road network, including cumulative development impacts.
- f) Undertake sensitivity testing to demonstrate the impact of alternative trip generation and distribution assumptions, particularly where diverted, linked or pass-by trips have been assumed.
- g) Provide a clear summary of RFCs, queue lengths and delays for all assessment scenarios within the main body of the report, together with a full appraisal of the impacts upon the trunk road network.

Should the assessment demonstrate that the development would result in a material increase in congestion, delay, queueing or operational pressure on the trunk road junction, the applicant shall provide appropriate mitigation proposals to address the identified impacts. Alternatively, a robust evidence-based justification shall be submitted demonstrating why the resultant impacts would be acceptable.

The Welsh Government would not support large-scale highway improvements whose primary purpose is to facilitate additional private vehicular demand. Any mitigation proposals should therefore prioritise sustainable transport outcomes and minimise reliance upon private car travel.

## General Notes

- 1) Transport solutions for new developments should focus on providing measures to maximise modal shift and minimise the need for any additional vehicular use of the highway network. Proposals should investigate Active Travel / multi modal connections in line with current guidance in active travel and the policy of the Welsh Transport Strategy to maximise local accessibility and minimise private vehicular trip generation.

If you have any further queries, please forward to the following Welsh Government Mailbox  
[Lgc\\_development\\_control-south@Gov.Wales](mailto:Lgc_development_control-south@Gov.Wales)

Yours faithfully

Rhodri Thomas



Trafnidiaeth  
Llywodraeth Cymru  
Parc Cathays  
Caerdydd

Transport  
Welsh Government  
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