

Our Ref: 1432
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Highways & Transportation Consultants

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Dear Andrew,

**Proposed Live-Work Unit
Yard South of EFI Industrial Estate, Merthyr Tydfil**

Further to our recent discussion I understand that your client intends to apply for planning permission for the construction of a Live-Work Unit on an existing yard adjacent to the EFI Industrial Estate, Merthyr Tydfil. I understand that your client currently resides in a caravan at the EFI Industrial Estate. As per your request, I have given the matter some thought and consider that the following is relevant in terms of the highway and traffic implications of the proposed development.

The application site is accessed via the EFI Industrial Estate and its junction with Brecon Road. The site is a yard suitable for use as, for example, a builder's yard for the storage of plant and material (or other similar uses). This type of use will undoubtedly generate traffic movements and it is likely that the majority of those would be vans and lorries. It is reasonable to assume that this type of use might generate some 3 or 4 visits per day that result in 6 to 8 vehicle movements.

The change of use of the site from the existing to a live-work unit will result in the removal of the traffic that can currently be generated by the yard. Given that your client already lives at the industrial estate, the proposed live-work unit would not generate any new traffic movements.

The proposed development will therefore bring about a reduction in the volume of traffic using the EFI Industrial Estate access and its junction with Brecon Road. This junction is sub-standard due to its acute angle and restricted visibility. The reduction in traffic brought about by this development will therefore deliver significant benefit in terms of reducing the use of this sub-standard junction. Furthermore, the EFI Industrial Estate access road has no segregated pedestrian facilities but is a well-used connection from Cyfartha area to the Taff Trail. The reduction in traffic brought about by the development will improve conditions for those pedestrians that use this route.

On balance therefore it is clear that the proposed development will have a positive impacts in terms of reducing traffic generation and reducing the potential for pedestrian-vehicle conflict.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Alun Rees'.

**Alun Rees
Director**