

Good Afternoon

Thank you for consulting TfGM in respect of the amendments relating to Application 71426 which include the following as set out by Bury Planning:

- Revised site layout, access and reduction to 77 dwellings. Plans amended to reflect this.
- Red edge of site amended to include Wild Street
- House types updated.
- Viability assessment provided.
- Heat pump and pv panel details provided.
- Response to Environment Agency initial consultation made.
- Updated on site landscaping
- Offsite BNG provision and indicative soft landscaping updated
- Updated Noise Assessment and addendum
- Updated Energy Statement
- Updated Affordable Housing Statement
- Air Quality Assessment addendum
- Air source heat pump layout and spec
- Updated Arboricultural Assessment
- Updated Crime Impact Assessment

It is noted that there is no updated Transport Statement / Assessment to review and as such the majority of TfGM's original comments remain valid.

It is noted that the proposed access arrangements appear to have been amended and the development is now proposed to be served from the existing junction of Wild Street with Dumers Lane. The relocation of the Bus Stop (NC0576) on Dumers Lane may

therefore no longer be necessary. The applicant is therefore advised to contact shelters@tfgm.com to discuss further.

Additionally, as there will be some dwellings built close to the stop (albeit their driveways will be accessed from within the site) the construction works may impact the use of the bus stop and as such the applicant is advised to liaise with stop.closures@tfgm.com prior to undertaking any works.

As the use of the bus stop may increase with demand from the residential development, it may be beneficial to secure funding to upgrade the stop should this be required (i.e., raised kerbs, clearway markings, shelter and seat) and this can be discussed further with shelters@tfgm.com.

The junction of Wild Street / Dumers Lane should be upgraded to provide tactile paving, dropped kerbs and white lining, along with a rationalised radius. Continuous 2 metre-wide footways should be provided along both sides of Wild Street. These improvements are denoted on the updated site plan.

Visibility splays in accordance with standards contained within Manual for Streets should be achievable in both directions from the junction of Wild Street / Dumers Lane.

The largest intended service vehicles should be able to access the site appropriately and safely from the junction of Wild Street / Dumers Lane, entering and exiting in a forward direction.

Kind regards

Landuse Team

Highways Department

Transport for Greater Manchester