

Good afternoon,

Thank you for consulting TfGM in respect of application 69547, for the Erection of 4 no. dwellings on land to the west of Lowercroft Road. The quantum of development does not trigger the requirement for a highway impact review by TfGM.

Site observations have confirmed that there is an existing bus stop located to the south of the access. Consultations with TfGM's Shelters team has confirmed that this will require relocating, around 10 metres further south from the site access and that this has been discussed with the applicant. It has also been confirmed that GMP are satisfied with the relocation proposals.

The relocation of the stop will need to be wholly funded by the applicant and in accordance with TfGM's bus stop design guidelines; 160mm high kerbs and bus stop clearway markings will be required. The footway will also need to be reinstated accordingly where the stop is removed. This should be secured by way of planning condition. The applicant is advised to contact the Shelters team via [shelters@tfgm.com](mailto:shelters@tfgm.com) to progress the relocation.

In respect of other comments, TfGM would note the following:

- The proposed vehicle access serving the site should ensure the provision of tactile paving, as shown in the site plan, and dropped kerbs.
- Visibility splays in accordance with standards contained within Manual for Streets should be achievable from either side of the site access in both directions, contained within adopted highway.
- TfGM would refer to Bury Council to confirm whether the cul-de-sac is likely to remain private, in which case it is anticipated that servicing will occur on street on Lowercroft Road. Should the site be intended for adoption and servicing proposed within the site, a refuse vehicle should be able to enter and exit the site appropriately and safely, carrying out turning manoeuvres within the site. It is noted that previously swept path plans have been provided as part of pre-application 02819/E which demonstrated the manoeuvres associated with a refuse vehicle.
- Review the potential to extend the footway from the north to the site access, to ensure continuous footway provision connecting to the site.
- TfGM would recommend that each dwelling makes provision for some form of secure cycle parking within the site curtilage of the properties.

Many thanks,

Infrastructure Development Support Officer

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TfGM supports working flexibly. If I contact you outside your usual working hours then please reply when it's convenient for you.