



**Our ref:** CS/SC/JG/04/02/SFTNLCLPLN/WSTMGHL/2015/92000/713

**Contact:** Steve Cook

**Your Ref:**

**Tel:** 0151 330 1304

**Date:** 24 July 2015

Mr Tom Hatfield  
Planning Services  
Sefton Council  
Magdalen House  
30 Trinity Road  
Bootle L20 3NJ

Dear Mr Hatfield

## **Proposed Residential Development on Land West of Maghull**

Thank you for your correspondence of 24 June 2015, requesting Merseytravel's views in respect of a potential significant residential site of around 800 dwellings, on land to the west of the existing Maghull urban area, bounded by Bells Lane, the Maghull Brook and Green Lane.

As stated in our earlier discussions with yourselves relating to potential residential development at this site, Merseytravel has, in the past, held meetings with agents of a potential developer for the location, and during these meetings with the developer's agents Merseytravel has provided comments similar to those listed below.

It is Merseytravel's view that the only practical way to serve proposals for a significant residential development at this western Maghull location, would be via an extension of the existing bus network. Any such extension would be likely to require the introduction of a wholly new service.

To facilitate the operation of such a new service, a suitably designed highway network within the development, would need to be constructed which would allow buses to traverse the site, between vehicle access / egress points that would allow the creation of appropriate and efficient bus links between; the development and, Maghull Town Centre; as well as between the development and the Merseyrail Northern Line at Maghull Station.

Furthermore in response to one of the questions posed within your correspondence of 24 June 2015, I can confirm that neither Merseytravel nor the bus operators would be favourable towards any form of bus service that would operate via a single point of entry and exit to the proposed development site, as this would significantly limit the opportunities for optimum bus operation.

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Secondly, given the location of the development site and the requirement to create appropriate and efficient links to the key Maghull destinations cited above, it is Merseytravel's view that enhancement of the local highway network outside the development would need to take place.

In view of the development site's location, this highway enhancement would inevitably have to include new bridges or other forms of crossing, across the Leeds-Liverpool canal. The present swing-bridge arrangements do not appear to be of a suitable construction to accommodate regular use by a bus service, and their nature of operation is not appropriate for use by a regular timetabled bus service.

In answer to your further point about long term sustainability for bus provision to the proposed development. It is Merseytravel's view that, given the location of the site and its scale of development (approximately 800 residential dwellings), the development would be unlikely to generate levels of bus demand that would clearly justify commercial operation, at all times of day, unless the service operating through the development could be combined with some other future sources of potential passenger demand which are not presently defined.

Consequently, there is every possibility that any service to this proposed western Maghull site, would be likely to require continuing public financial support for a considerable period of time.

I trust that the above comments clarify Merseytravel's views with regard to this proposed development and your enquiries in respect of it. However should you require any further information or assistance from ourselves upon this matter please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steve Cook', written in a cursive style.

Steve Cook  
**Forward Planning Officer**