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**Contact:** Steve Cook

**Your Ref:**

**Tel:** 0151 330 1304

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Mr Tom Hatfield  
Senior Planner  
Planning Department  
Sefton Council  
Magdalen House  
Trinity Road  
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Dear Mr Hatfield

**Trigger Point/s for the Provision of a Bus Service and Highway Across the Proposed Significant Mixed Use Development on Land 'East of Maghull' (Land Bounded by School Lane, The Merseyrail Northern Line Maghull to Ormskirk Rail Alignment, Poverty Lane and The M58 Motorway)**

Following our productive meeting of the 8 October, 2015 held to discuss the progress of the proposed Maghull North Merseyrail Station, and the context of developments in the surrounding area; and subsequent to the further discussions between yourselves and the intending developers of the 'Land East of Maghull', as well as the further discussions between yourselves and ourselves on the subject of provisions for this proposed development.

It is Merseytravel's understanding that the 'original trigger point', agreed by all parties, for the requirement to complete an highway suitable for two-way bus operation between School Lane and Poverty Lane, Maghull, together with the provision of a bus service to operate along this highway is now being considered for revision.

The original 'trigger-point' was that the relevant highway should be constructed prior to the completion of the 500<sup>th</sup> residential unit upon the 'Land East of Maghull' development site.

However, Merseytravel now understands that, due to the likelihood of differential development rates, and timescales occurring on the southern and northern sections of the overall development, there is an intention to divide the original 'trigger-point', into two separate target figures, for the southern and northern elements of the site respectively.

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Merseytravel understands that at the present time these intended, sub-divided figures for the two sections of the development are;

- that no more than 300 residential units should be built upon the southern section of the development prior to construction of the relevant highway and provision of a bus service;
- and no more than 300 residential units should be built upon the northern section of the development prior to construction of the relevant highway and provision of a bus service.

Whilst the conversion of the overall 'trigger-point' into two 'sub-divided' figures, with specific reference to the northern and southern sections of the 'Land East of Maghull' development site, does not create an issue which Merseytravel would, in principle wish to oppose, the presently suggested figures for the respective, sub-divided 'trigger points', for the northern and southern sections of the site, are of some considerable concern to Merseytravel.

By allocating each sub-section of the development a 'trigger-point' of 300 residential units, this increases the total figure of residential units that can be built, on the overall site, prior to construction of the highway across the development and provision of a bus service to operate on this highway, by 100 units.

As I'm sure you would agree, this is a significant increase (20%) upon the original total figure for the site which was, in itself, a figure higher than the number of residences that Merseytravel would normally wish to see constructed, without easy access to a bus service.

Relaxation of normal requirements by Merseytravel in this instance for the 'Land East of Maghull' development was originally made, in recognition of the construction costs for such a significant piece of highway infrastructure, when viewed in conjunction with the other contributions to transport provision that the development would be required to make.

An additional increase of 20% in the potential housing that could be constructed prior to the provision of a bus service to the overall site, would clearly render the 'Land East of Maghull' development, disturbingly further from normal practice, in terms of accessibility by modes other than the private motor vehicle.

However, in addition to the 20% uplift in residential units, prior to the activation of the requirement to provide direct public transport access to the site, Merseytravel also has concerns that differential development rates and timescales for the two sections of the site, could result in substantial elements of residential development being in place, for a considerable period of time, without the potential to review and recast the wider Maghull bus network.

This is of concern because; the ability to review and recast the wider bus network is highly likely to be the most efficient means of serving both sections of the 'Land East of Maghull' development.

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Furthermore, as you are aware, Merseytravel is intending to make a very considerable financial investment into the construction of a new Merseyrail Station at Maghull North.

This is a facility that will clearly serve and significantly benefit any development upon the 'Land East of Maghull'. However, until the construction of an highway across the site between School lane and Poverty Lane occurs, it would not be possible to optimise access to, and use of, both the new Maghull North Station, and the existing Maghull Station, for the benefit of the proposed development.

Under such an arrangement, it would therefore not be possible to optimise use of the rail network for the development, and it would also be likely to create problems for the local highway network, particularly in the vicinity of the local station sites as a result of increased vehicle borne journeys, to both stations.

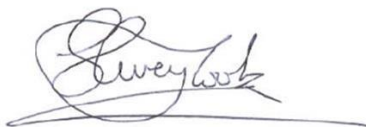
As a consequence of the above, whilst Merseytravel would accept the division of the original 'trigger point', for the provision of an highway and bus service across the development site, between School lane and Poverty Lane, into two separate 'trigger-points' for the northern and southern sections of the development respectively, Merseytravel would wish to urge that Sefton Council set the 'trigger-points' for both elements of the development, at a figure of no more than 250 residential units.

This would mean that no more than 250 units should be built in either half of the development site, prior to provision of an highway link and a bus service for the whole site.

In the event of Sefton Council being unable to meet the above request, Merseytravel would have to review its support for this specific element of the Sefton Local Plan. Merseytravel would also have to reserve the right to object to any planning application that may come forward for mixed use development on the 'Land East of Maghull' site.

I trust that this letter clarifies Merseytravel's views in respect of this issue, however we would be happy to discuss the matter further, if required. Consequently, should you require any further information or assistance from ourselves on this matter, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Steve Cook', with a horizontal line underneath.

Steve Cook  
**Forward Planning Officer**