

1. Introduction

The Potential

Avison Young and SLR were appointed by Sefton Council to develop masterplan frameworks for two sites that were identified within the Bootle Area Action Plan (AAP).

The Bootle AAP contains a range of policies to promote and support regeneration, growth, and investment in the wider Bootle area. This ties into the wider regeneration and investment that is being delivered across the town centre - including at The Strand.

The masterplan frameworks will cover two key areas:

- Site of both former St Johns House office blocks
- Hawthorne Road/Canal Corridor - south of Linacre Lane

The masterplan process looks at the potential for new housing and other uses on these sites as well as consideration of design, parking, green spaces and links into the wider Bootle area.

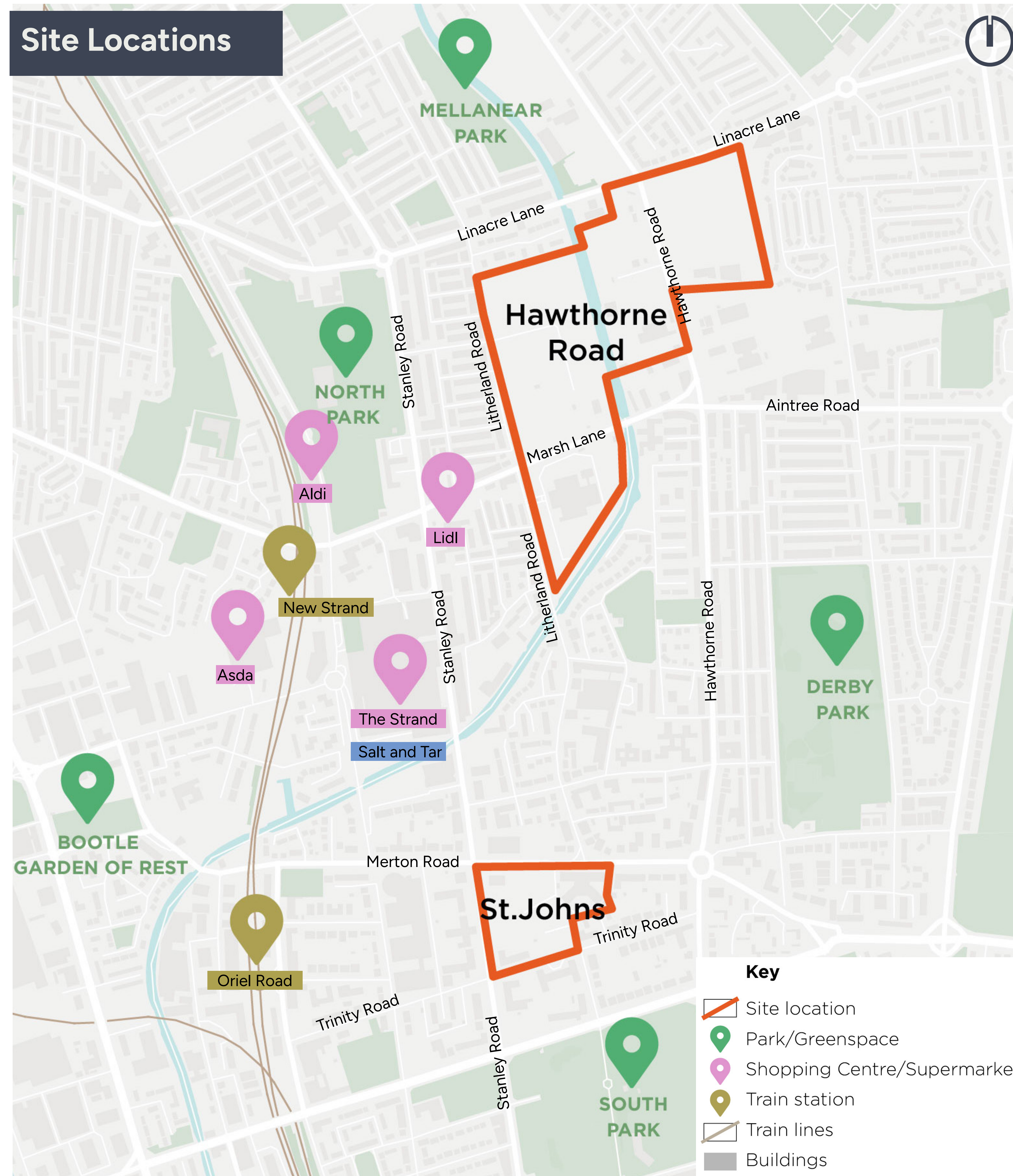
Context for Regeneration

There is a clearly stated ambition to attract more investment into Bootle and really 'put it on the map' within the City Region.

The development and investment growing north from Liverpool City Centre creates a real opportunity that we can capitalise on.

Major regeneration plans for Liverpool North, Ten Streets and Liverpool Waters including the new Hill Dickinson Stadium will have a significant impact on Bootle and its appeal as an attractive place to live.

The Strand regeneration and establishment of Salt and Tar is having a major positive impact on the image of Bootle as a destination.



The Strand & Salt and Tar



Today's Consultation

We are keen to get as much feedback from you as possible to support the masterplan framework!

Please read through the information presented and ask questions of the team here today.

2. Former St Johns House Office Blocks

Introduction

The design team have responded to the Bootle AAP, which identifies the potential for this site to be redeveloped for residential uses, subject to it being compatible with the main function of the area as an office quarter, complementary to the function of the town centre and not to have a detrimental impact on existing residential development. There is also opportunity for supporting retail / amenity on site. Future redevelopment of this site will only take place with landowners agreement.

Uses

- Predominantly residential with opportunities for supporting leisure uses
- A low car, active travel neighbourhood with below average parking
 - 2 x car spaces per house
 - 10% parking for apartments

Scale And Density

- House types and sizes which respond to the Bootle housing need, including a focus on small properties such as 1 and 2 bedroom properties.
- Height and scale which responds to the historic character of Derby Park Conservation Area to North East and the building heights along Stanley Road to the West.

Sustainability and Greening

Sustainable features throughout the public realm e.g. SuDS, rain gardens trees, planting and green spaces to support urban cooling.

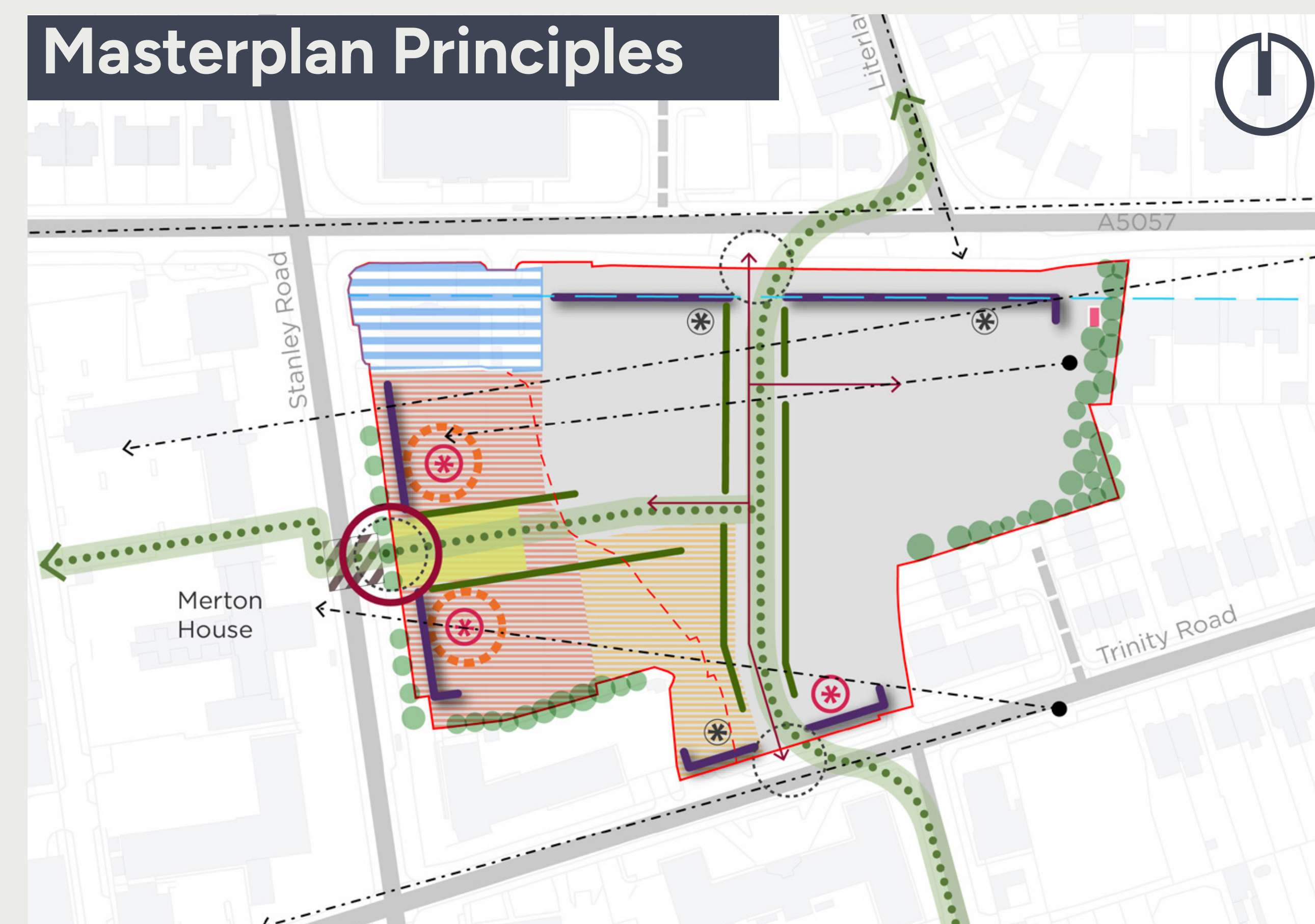
Access, Movement and Connectivity

- Excellent access to the town centre and public transport.
- North – South route through the site responding to the historic urban grain of the site; connecting South Park to Bootle Village.
- East – West route through the site supported by a new pedestrian/cycle route from Stanley Road into the heart of the site through high quality public realm.

Option Testing

We have produced 3 options for the site which consider different heights, density and uses, whilst ensuring that the key principles of development remained the same.

Masterplan Principles



Option 1

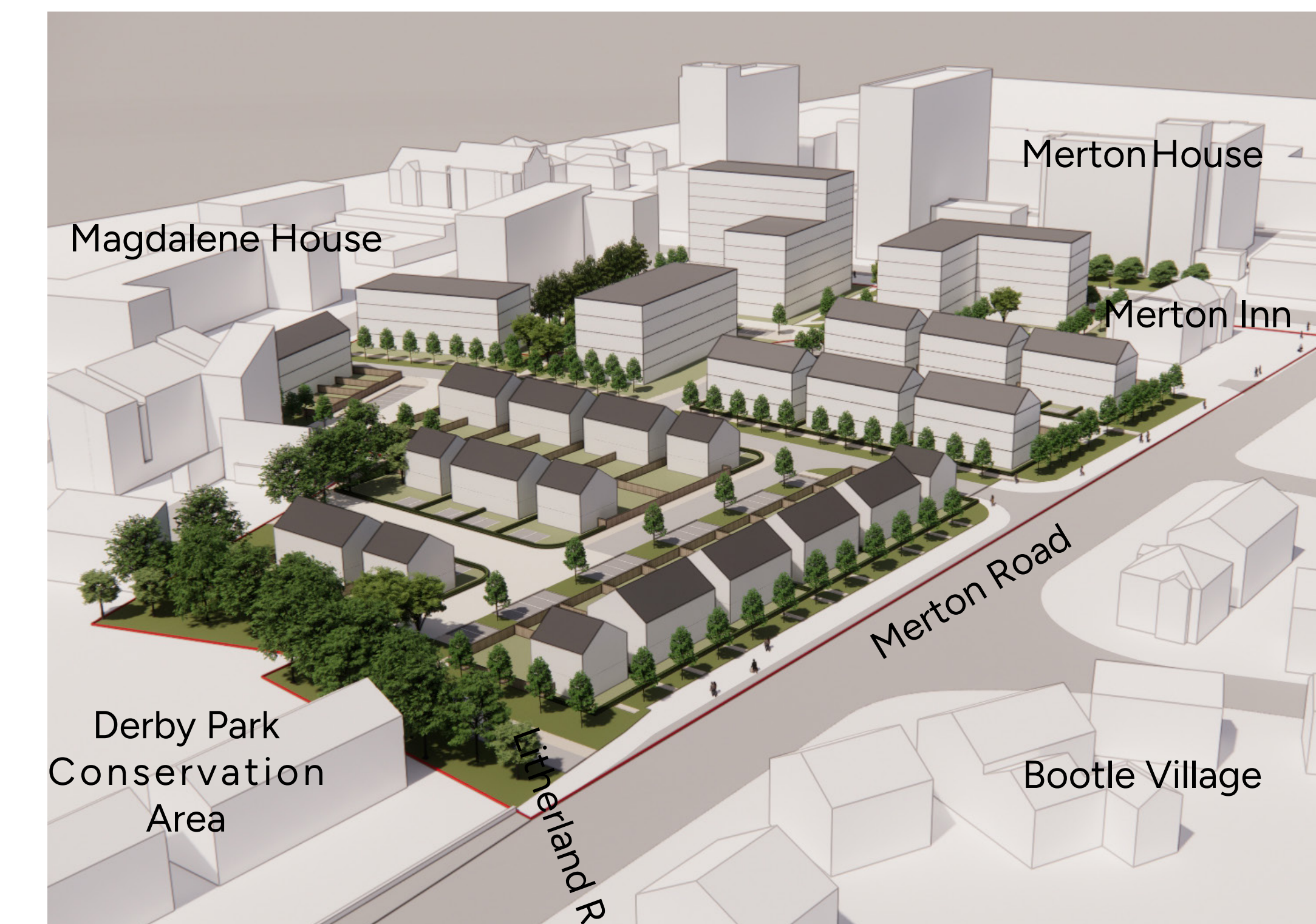
Approach: Medium Density 100% residential

Number of Properties: 246

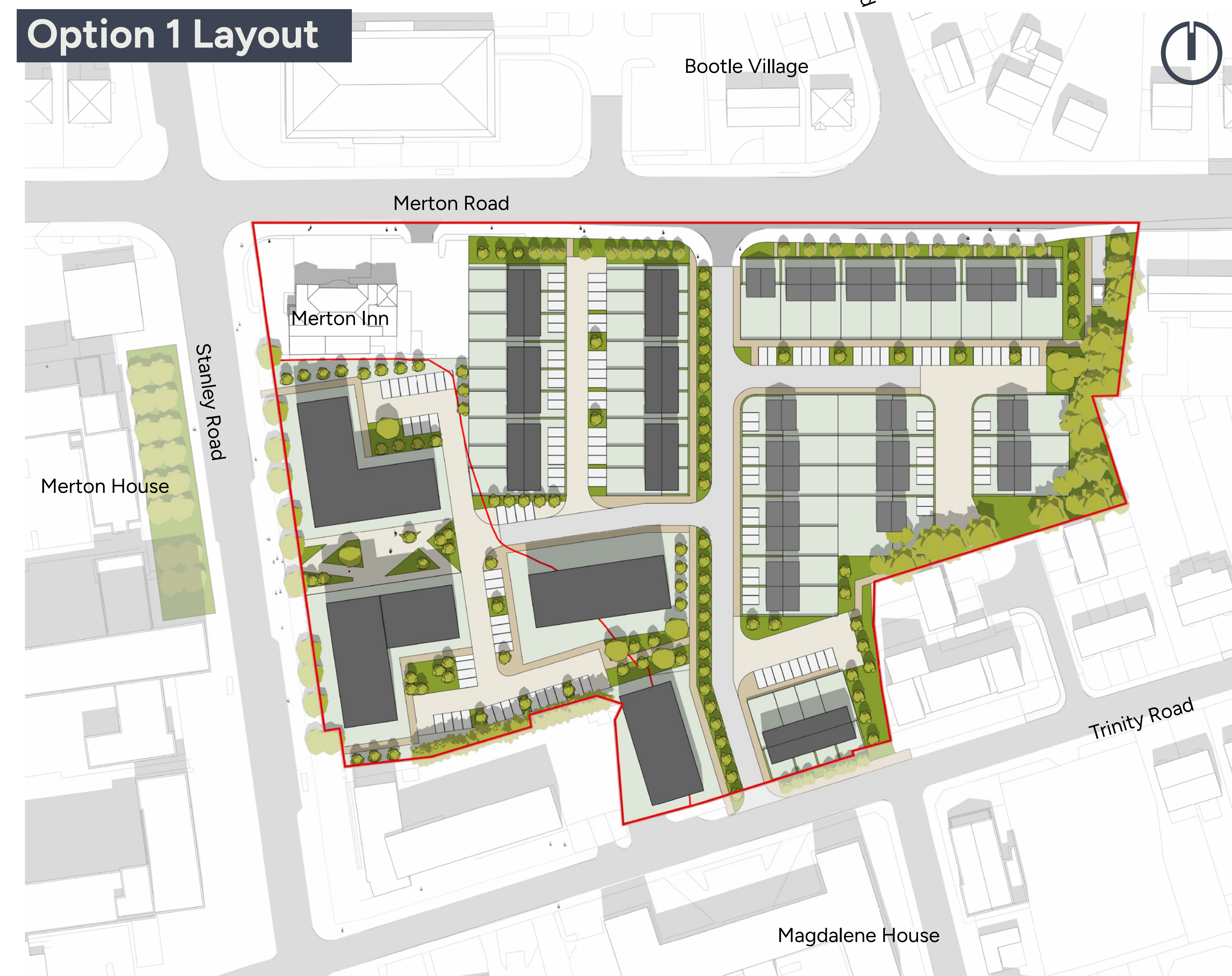
Apartments %: 80%

Scale: 2 storey - 9 storey

Non-residential space: None



Option 1 Layout



3. Former St Johns House Office Blocks

Option 2

Approach: Higher density (100% residential)
Number of Properties: 292
Apartments %: 88%
Scale: 3 storey - 9 storey
Non-residential space: None

Option 3

Approach: Residential Led Mixed Use
Number of Properties: 224
Apartments %: 84%
Scale: 3 storey - 9 storey
Non-residential space: Hotel, commercial ground floor use



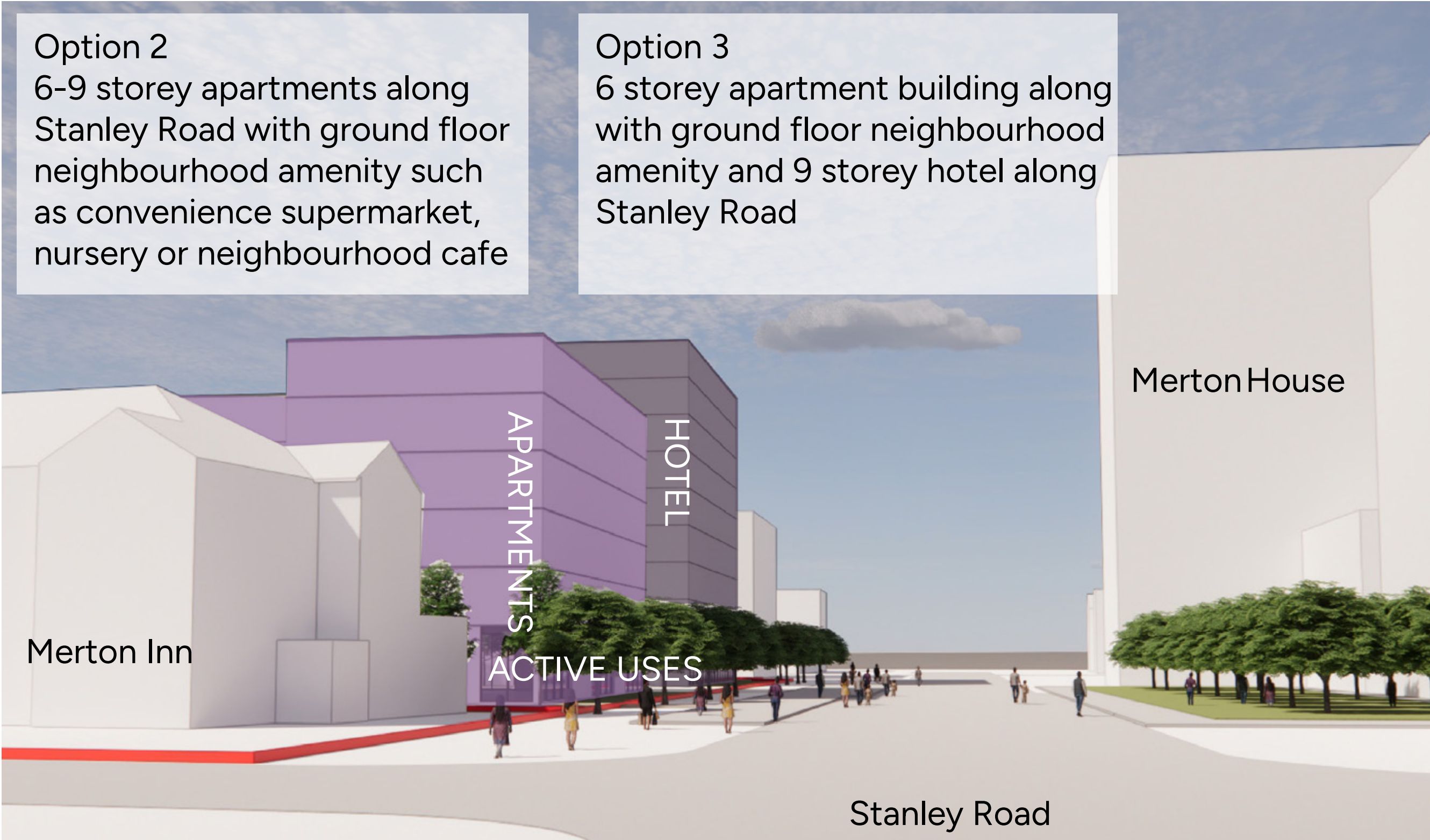
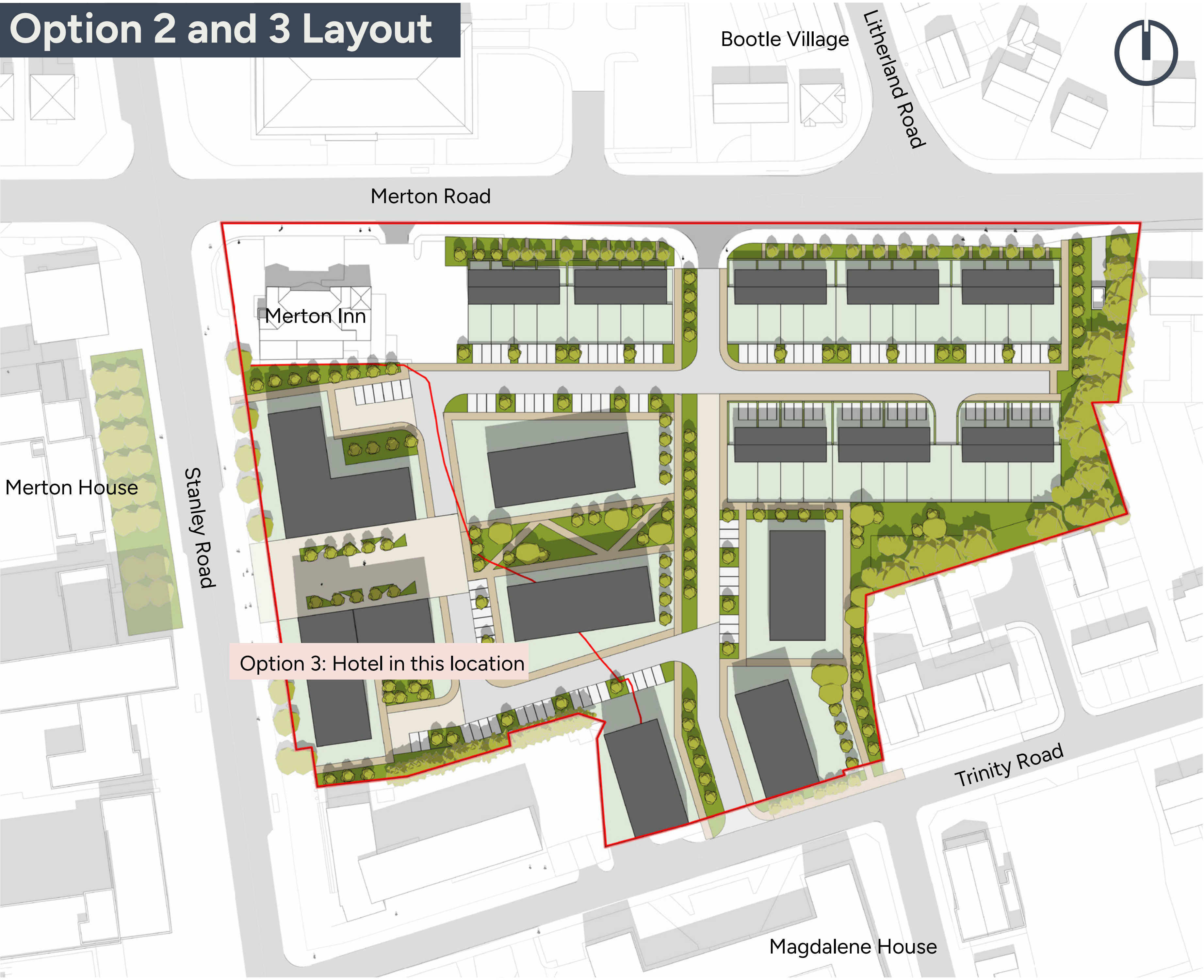
Questions

Do you agree with the development principles for the site?

Do you agree with the uses across the site?

Do you agree with principles of access and movement into / out of the site?

What do you think of the development options?



View of potential ground floor activation for both options



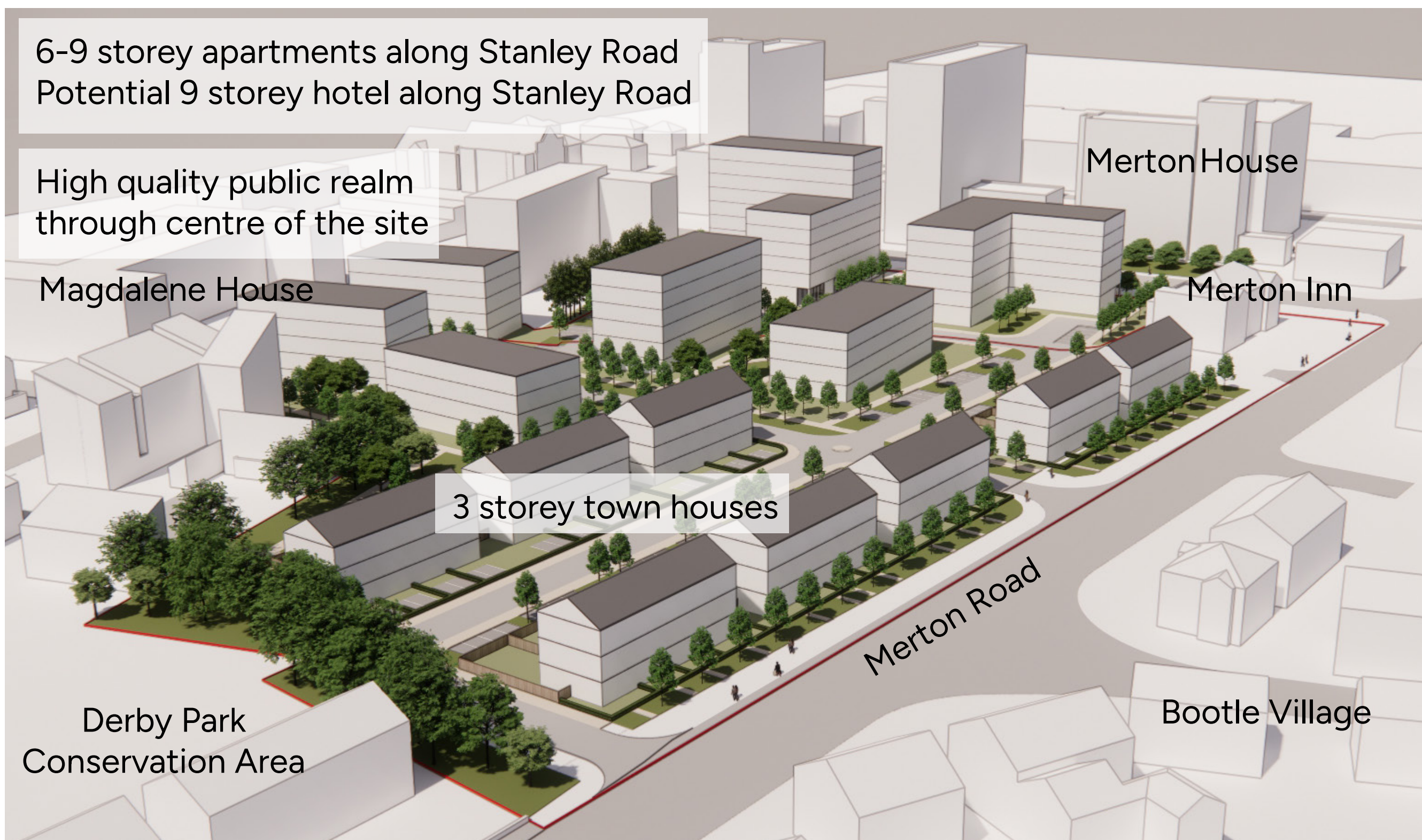
Precedents



Streets safe for children, low/no car neighbourhood

High quality public realm and children's play space

Front doors and active frontage onto main routes/streets



4. Hawthorne Road / Canal Corridor

Introduction

The design team have responded to the Bootle AAP, which identifies this site as a location for redevelopment and regeneration. In accordance with the plan, we have tested the long term potential for the area to be predominantly residential with a mix of suitable other uses where appropriate. Given the number of constraints across the site, it is anticipated this will be a 10 – 20 year process.

Uses

- Predominantly residential with opportunities for supporting leisure uses, particularly along the canal frontages. Consideration of retaining existing businesses in Acorn Way area.
- A low car, active travel neighbourhood with below average parking:
 - 2 x spaces per house
 - 20% parking for apartments

Existing Uses

- Responding to the challenges associated with the existing uses across the site including considering a long term plan and phasing of the development of the site.

Scale and Density

- Mixture of housing and apartments meeting Bootle's housing need but aligning with density in the surrounding area.
- Buildings of height along the canal and at site corners / road junctions.

Sustainability and Greening

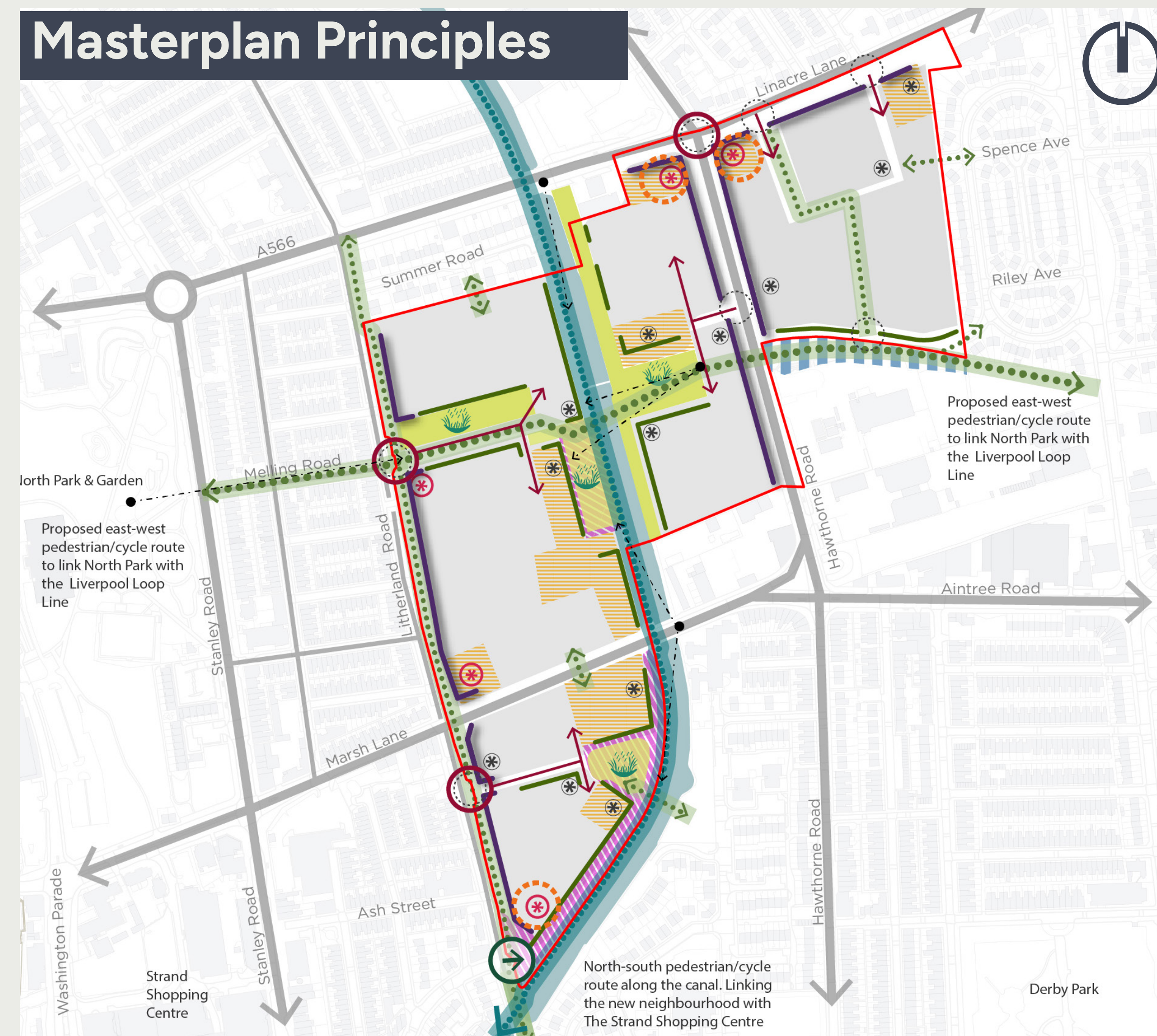
- Sustainable features throughout the public realm.
- Trees, planting and green spaces to support urban cooling.
- Green cycle route along Litherland Road.

Access, Movement and Connectivity

- A north-south pedestrian/cycle route along Linacre Lane and the canal tow path.
- Linking into the canal tow path to provide connections to the town centre.
- East-west pedestrian/cycle route linking into regional cycle infrastructure routes.
- Potential for a new pedestrian bridge over the canal.
- Possible pedestrian connections into existing streets such as Summer Road and Spence Ave so that existing communities can make use of new pedestrian and cycle infrastructure and public amenity space.

Heritage

- Retention of the existing brick perimeter wall in some locations to reflect the history of the area, including sections damaged in WW2.



Precedents



Front doors onto the canal, landmark buildings of height on key corners, high quality public realm along the canal and improved pedestrian and cycle infrastructure



Contemporary terrace street typology



High quality public amenity space

5. Hawthorne Road / Canal Corridor

Option Testing

Our approach to options at Hawthorne Road considers the known constraints and ongoing uses across the sites. We have also considered the likely phasing and timescales of development coming forward across the site.

The key principles of development for the site remain the same however the ability to meet some of the principles are hampered by the extent of the development area.

The known constraints at Hawthorne Road include:

- Gas Cylinders – we are aware that there is ongoing work taking place to remediate this infrastructure but further work is likely required to bring the site up to residential standard.
- Gas Infrastructure – there are areas of gas infrastructure on the site that are in currently in working use and would have to be retained in the short – medium term.
- Telecoms Tower – the telecoms tower located to the south of Marsh Lane is in operational use. Relocation would be required if the tower was removed.

Acorn Way Industrial Estate

Acorn Way contains a series of operational businesses. The area is defined as a Regeneration Opportunity Area within the Bootle AAP which means they are suitable for a range of development types providing they are compatible with the adjacent areas, do not prejudice the wider area becoming residential in the long term and help to support regeneration in the wider area. We have considered the potential for development in this area but acknowledge this may be a long term aspiration for the Council and will depend on what the existing businesses wish to do.

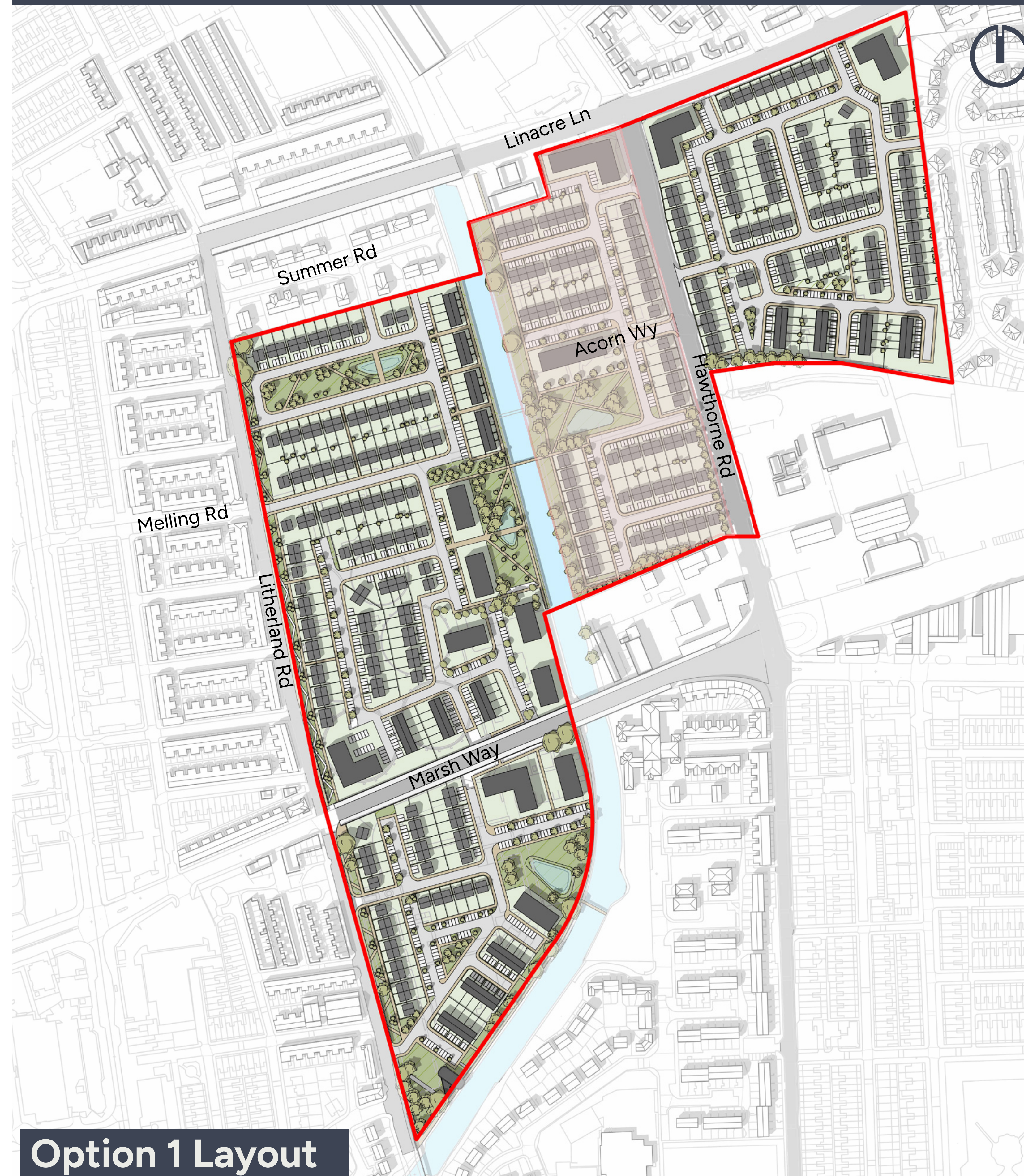
Option 1

Approach: The maximum possible delivery if the site was cleared of all constraints

Number of Properties: 703

Apartments %: 47%

Challenges: High cost associated with remediation and removal of infrastructure. Long term implementation



Option 1 Layout

Birds Eye View



Design Ideas



Providing a destination

Activating the canal tow-path by providing a destination cafe / community amenity space as a stopping point along the canal to Salt & Tar



Celebrating Bootle's green and blue infrastructure

Safe access onto the canal and front doors onto the tow path



Celebrating Bootle's industrial heritage

The old gas works wall is a heritage asset to the area and tells the story of the place. The wall could be re-used to create a boundary to the site but opened up in places to allow access and overlooking onto the street

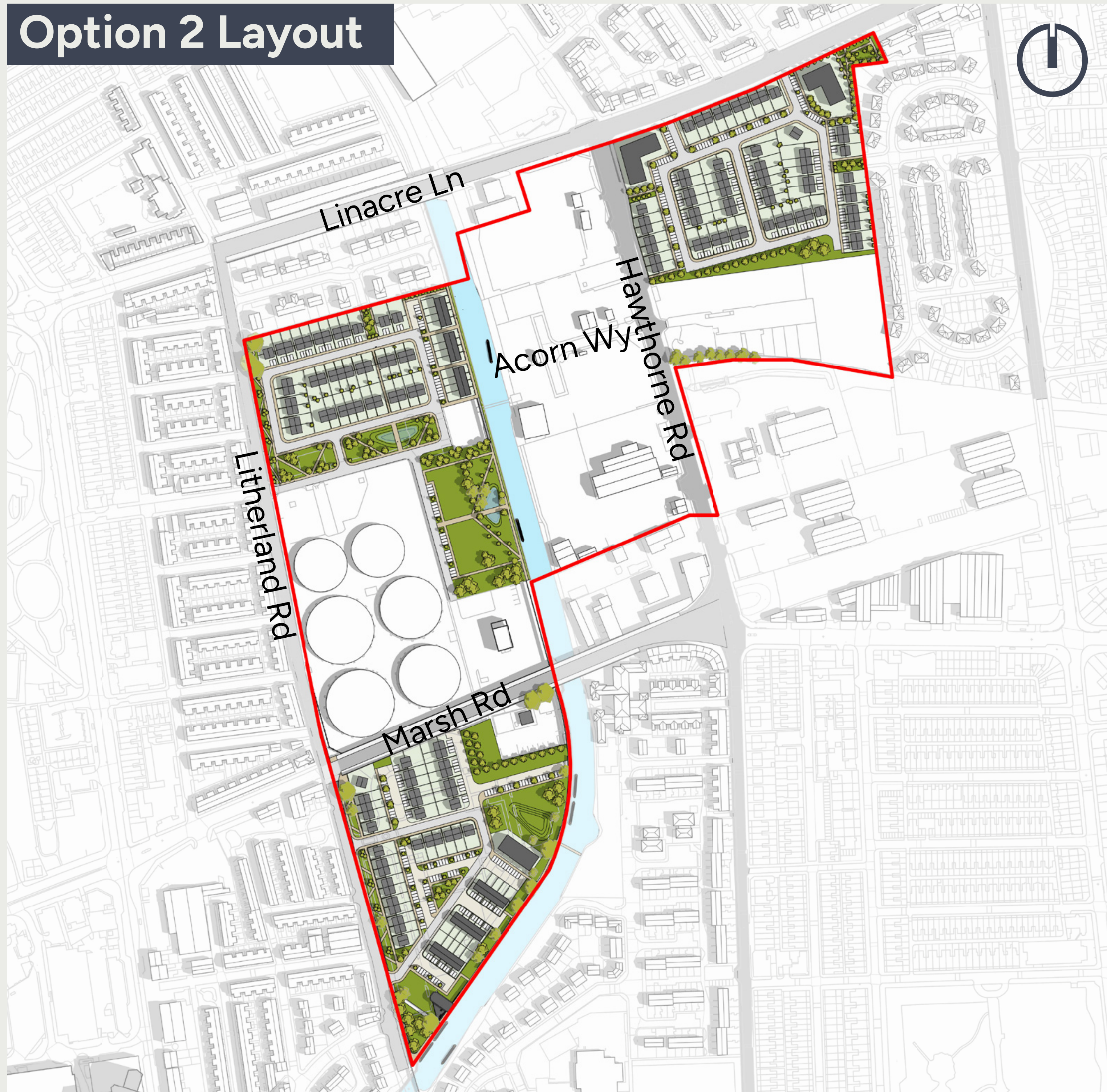


High quality neighbourhood amenity space and green infrastructure

Open space for recreation, play and climate resilience for the new neighbourhood. Incorporating rain gardens, sustainable urban drainage, planting and opportunity for biodiversity.

6. Hawthorne Road / Canal Corridor

Option 2 Layout



Option 2

Approach: Likely development in the short term working with the sites with the fewest challenges.

Number of Houses: 250

Apartments %: 33%

Challenges: Reduces ability to meet some key principles particularly the east-west connections through the site. This option results in a piecemeal approach to development.

Option 3 Layout



Option 3

Approach: Development that respond to the retention of infrastructure across the site. Development across the Acorn Way site.

Number of Houses: 568

Apartments %: 40%

Challenges: High costs associated with the remediation but reduced developable area and reduced housing values for some areas. Reduced ability to meet some key principles particularly the east-west connections through the site. Long term implementation.



Option 2 - Birds Eye View



Option 3 - Birds Eye View



Questions

What do you think of the proposals for this area?

Do you have any other suggestions/comments?

7. Have Your Say

Next Steps

Once the consultation has finished, we will collate your views and feedback to support the development of a preferred option for each of the sites.

Once finalised the masterplans will be presented to the Council for formal review and sign off.

The purpose of the masterplans is to be used as a platform for further discussion with partners including funding sources to support the delivery of the sites.

How To Share Your Views

We hope that you find all the information you need to understand the masterplan frameworks.

Please ask a member of the team if you have questions or would like further detail.

You can share your views in a number of ways:

- Post your comment opposite via a post-it note
- Complete the questionnaire provided
- Complete our online survey by scanning the QR code or visiting the website:
www.sefton.gov.uk/Bootlemasterplans

Post Your Comments Here!



If you would like to fill in our questionnaire online, scan the QR code below:

