

Bootle Area Action Plan
Issues and Options
September 2021

Contents

- 1. Introduction**
- 2. Portrait of Bootle**
- 3. Policy Context**
- 4. Analysis of Strengths, Weaknesses, Opportunities and Threats (S.W.O.T analysis)**
- 5. Summary of key issues**
- 6. Vision and Objectives**
- 7. Next Steps**

Introduction

Bootle is located in the south of the borough of Sefton. It is located to the immediate north of Liverpool City Council. Bootle Town centre is focussed around the Bootle Strand, a shopping centre built at the end of the 1960s.

Bootle Strand was purchased by Sefton Council and the Council has plans to regenerate the shopping centre to make it the catalyst for the wider regeneration of the town. The Bootle Area Action Plan is one of the key ways to drive forward those regeneration plans.

The Bootle Area Action Plan will be a Development Plan Document (DPD) that will form a part of the suite of statutory planning documents comprising Sefton's Local Plan. The Bootle Area Action Plan will sit alongside the borough-wide strategic policies in the Local Plan. The area within the Bootle Area Action Plan is provided at Appendix 1.

Once adopted, site allocations and any area specific policies will supersede the allocations and Development Management policies in the Sefton Local Plan (2017).

The stages in the production of an Area Action Plan is prescribed by national planning regulations and covers several key stages as follows:

Issues and Options	October - December 2021
Preferred Options	June – July 2022*
Publication and Submission	late 2022/early 2023*
Examination hearing**	Early Summer 2023*
Adoption	Late Summer 2023*

*indicative and subject to possible revision

** if required

This document is the Issues and Options document.

PURPOSE OF THE ISSUES AND OPTIONS DOCUMENT

The Issues and Options stage of AAP production represents the first stage of formal consultation. Building on baseline analysis, evidence base studies and previous engagement, this document identifies the key issues, challenges, and opportunities facing the area and sets out different options for the Plan to consider and explore. Feedback on these options will help the Council develop local policy responses that aim to address these challenges, whilst facilitating development and realising the opportunities presented.

The purpose of the Issues and Options stage is to invite public and stakeholder input during these earlier stages of AAP production. Feedback will help the Council develop a more detailed set of preferred options comprising a Draft Plan for further consultation next year.

HOW TO RESPOND

The development of the Plan relies on engagement and interaction with local residents, landowners, developers, businesses and other stakeholder groups. The Council is interested to hear the local views, comments and suggestions on the vision, objectives and proposed options.

There are a number of ways to engage with the process, find out more and provide feedback on the issues and options.

Further details of how to respond to this document and supporting documentation can be found at:

www.sefton.gov.uk/bootleAAP

Hard copies of the Issues and Options document are available to be viewed at the Council offices:

Ground Floor Magdalen House

Trinity Road

Bootle

L20 3NJ

Bootle Library

Stanley Road

Bootle

A questionnaire can be found online and at the above address.

Comments on the document can be completed in the following ways:

Completing the online questionnaire on the Council's website.

Feedback can be returned to the following addresses:

bootleaap@sefton.gov.uk

Portrait of Bootle

Location and role

Bootle is a town that is at the southern end of Sefton Council. It has a border with Liverpool to the south and is adjacent to the north to Seaforth and Waterloo, Litherland and Netherton.

Bootle is the second largest town in Sefton (after Southport) and is home to many of Sefton Council's municipal offices. The Port of Liverpool is located in Bootle along its Mersey coast.

Historic Development

Bootle grew from a small agricultural village with a population of 500 in 1801 into an industrial borough of over 60,000 in 1901. During the late 18th century the Leeds and Liverpool canal was constructed and by the end of the 19th century the docks had been constructed along the whole of the river front. The Strand Road tram link and rail lines would have provided important links to the Mersey waterfront and docks. Post Second World War the significance of port activity grew even further as the working port expanded in Sefton.

The development of the Strand Shopping Centre, ambitious and forward thinking when it was constructed in the 1960s, (expanded in 1998/9) changed the historic connecting streets of Stanley Road and Strand Road and the Government sponsored public-sector high-rise offices of the 60s and 70s significantly changed the skyline.

A range of physical investment and renewal has previously taken place, often supported by the availability of external public funding. A recent example of this was the Housing Market Renewal Initiative that help support redevelopment schemes in the Bedford/Queens Road and Klondyke areas of Bootle.

Bootle and its town centre continues to serve the communities of South Sefton and North Liverpool, with retail as one of its core functions, anchored by The Strand Shopping Centre. Bootle has great transport links, a successful further education college in Hugh Baird (with aspirations to develop its higher education offer) and historically a strong public sector office presence.

Character Areas

Bootle is made up of a number of distinct areas that provide a variety of uses for its residents and others. These include the main town centre, an office quarter, an education quarter centred around Hugh Baird college, a municipal quarter centred around the Town Hall, several employment areas (including the Port of Liverpool and its hinterland) and many residential areas and communities.

Town Centre, including Bootle Strand

Bootle Town Centre is defined in the Sefton Local Plan and is broadly located between Marsh Lane in the north to Park Street in the south. It includes the properties on the eastern side of Stanley Road and the Bootle Strand Shopping centre on the western side of Stanley Road. It also includes the Asda, Lidl and Aldi supermarkets.

Bootle Town Centre is dominated by Bootle Strand, an indoor shopping precinct completed in the later 1960s which is predominately focussed on retail.

Officer Quarter

The office quarter of Bootle lies directly to the south of Bootle Town Centre, broadly between Park Street and Balliol Road and centre around Stanley, Merton, St. Albans, Trinity and Balliol Roads.

Most of the buildings in office quarter date from the 1960s and is dominated by a number of tall buildings, including Daniel House, St. Martins House, Merton House, St. Hugh's House, Magdalen House, St Anne's and St Peter's House. The office quarter also contains the more recently built Redgrave Court, which accommodates the Health and Safety Executive, St John's House and the South Sefton Magistrate's Court.

Education Quarter

Effectively an extension of the office quarter, the education quarter comprises a number of buildings based around Balliol Road that house Hugh Baird College. The Balliol Road Campus of Hugh Baird college houses their vocational subject areas, 14-16 College, University Centre, Apprenticeships, Business Development Centre and commercial outlets.

The main buildings are the original seven storey block on the corner of Stanley Road and Balliol Road, the L20 centre and the Pembroke Centre. High Baird have recently extended into the Winefride's Campus on Oriel Road which houses its Healthcare Campus.

Municipal Quarter

A small area of Bootle that is centre around Oriel Road. The main buildings are the Town Hall, which dates from 1882 and was designed was John Johnson in the Renaissance Style; The former library and museum; the former School Board office; former Swimming Baths; former Post Office; and former Police Station.

Each of these buildings are Grade II listed.

Employment Areas

Bootle has several designated employment areas, of various size and quality. The Canal Street/Berry Street employment area is located between the Liverpool to Southport rail line and the Leeds and Liverpool canal. This area is mix of pre and post war premises with some more modern buildings such as the Bridgewater Complex. It appears to be well occupied.

The Maritime Enterprise Park centred around Atlas Road/Irlam Road is also a mixture of older and more modern premises. Some of the premises are former warehouses that would have served the adjacent dock complex. The area includes the former Bootle Fire Station which is a listed building. This employment areas closely abuts to residential properties on Irlam Road.

Hawthorne Road/Acorn Way is an employment area between Linacre Lane and Aintree Road. It previously contained the People's car site and now includes a Council depot. The site adjacent to the canal includes several waste recycling uses and car dismantlers. Kingfisher Business Park/Orrill Mount are more modern employment areas which contain purpose built modern units that accommodate a range of businesses including a number of trade counters.

Bridle Road/Atlantic Park is by far the largest employment area in the Bootle/Netherton area and contains largely modern, purpose-built units and offices within a spacious, landscaped setting. The area encompasses 80 hectares on the northern eastern edge of Bootle.

Residential Areas

There are a number of distinctive residential areas in the Bootle area, each with its own character. The oldest residential areas are the areas around the Bootle Village area around the junction of Litherland Road and Merton Road and the immediately to the east of Oriel Road, which are characterised by large villas and grand terraced properties.

A number of the residential areas date from the later Victorian/Edwardian area (pre 1914) and are characterised by a grid iron pattern of street blocks with rows of back-to-back terraced homes that have no or limited front gardens, rear yards, often have bay windows and are generally two storey with three storey on main thoroughfares such as Stanley Road or Worcester Road. The main areas of this character are around the Bedford Road area south of Balliol Road; the area off Knowsley Road, Peel Road and Marsh Lane; the roads off Stanley Road/Linacre Road north of Linacre Lane; the roads around Derby Park focussed around Worcester Road and Gloucester Road.

Generally, the residential areas in the east and north east of Bootle are post world war one properties and are more characterised by geometrical street layouts, wider roads and pavements, mixture of semi-detached and terraced two storey homes, front and rear gardens. The residential areas that have these characteristics include east of Derby Park between Aintree Road and Oxford Road; north of Aintree Road to Northfield Road around Fernhill Road and Southport Road; the area north east of Bootle cemetery between Bailey Drive and Gardner Avenue; the area either side of Kirkstone Road south.

There some, more modern housing development across Bootle that have generally been built as part of redevelopment plans. These include the Bootle Village area; Glover Place and Joseph Gardner Way in the Marsh Lane area; the Klondyke and Bedford /Queens Road Housing Market Renewal areas; and the area adjacent to the canal to the west of Washington Parade. There are a number of residential tower blocks in Bootle primarily in the Marsh Lane/Bootle Strand area and Oxford House.

Bootle has a large number of parks, open spaces and recreation grounds throughout its residential areas. The three main older parks that were laid out when the town underwent its rapid expansion in the late nineteenth century are North Park (which includes Bootle Leisure Centre and Pool), Derby Park and South Park. Other parks and open spaces include Poets Park, Mellenear Park, Springwell Park and Orrell Mount Sport Ground. There are large areas of playing fields either side of Maguire Avenue and one of the largest areas of open space is Bootle Cemetery.

The Leeds and Liverpool Canal is a major feature in the town and dissects the town as it runs south from Litherland to Liverpool in the south.

The residential areas contain several local shopping parades that provide local shopping and other amenities to residential. These include Stanley Road, Linacre Road, Knowsley Road, Marsh Lane, Irlam Road, Linacre Lane, Aintree Road, Harris Drive/Springwell Road and the Crescent. Some of these parades, particularly the longer ones, have a large number of vacant units.

Population and Demographics

The population of the wider Bootle area (which includes the Netherton area) is estimated to be 52,835 in 2019. This is a slight increase from the 2011 census population of 51,394 but quite a bit lower than the 2001 census population of 56,317. There has been a general trend towards population decline in Bootle in recent decades.

Bootle has a younger population profile than other parts of Sefton. At the 2011 census, 40.9% of Bootle's residents were under 30 years of age, compared to just 28.1% in Formby and 31.8% in

Southport. In 2011 only 6.0% of Bootle's resident were aged 75 or over, compared to 12.9% and 12.1% for Formby and Southport respectively.

Area	Under 15	15 to 29	30 to 44	45 to 59	60 to 74	75 plus
Bootle	18.9	22.0	19.2	20.0	14.0	6.0
Crosby	15.3	17.3	17.4	24.0	16.5	9.4
Formby	15.0	13.1	15.2	20.9	22.9	12.9
Maghull/Aintree	13.9	16.3	16.6	22.8	18.7	11.8
Netherton	18.3	19.7	18.7	21.0	14.0	8.4
Southport	15.7	16.1	17.1	21.0	18.1	12.1
Sefton	16.1	17.3	17.4	21.6	17.2	10.3
NW England	17.5	20.0	19.8	19.8	15.1	7.7
England	17.7	20.0	20.6	19.4	14.6	7.7
Source: Census 2011						

In the 2011 census, 34.7% of households were single person households and 58.6% of households were single family households. It is expected that the 2021 census data will be available prior to the next stage of the Bootle AAP process.

Policy Context

National Policy

The Plan must comply with national policy guidance as set out in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

The NPPF includes a presumption in favour of sustainable development that requires local planning authorities to plan positively to seek opportunities to meet objectively assessed development needs. The NPPF continues to place significant emphasis on the need to ensure the vitality of town centres known as the “town centres first” approach. Guidance indicates that local planning authorities should define policies which support the vitality and viability of town centres at the heart of the community.

The Bootle Area Action Plan will set out policies that are in keeping with national policy and proactively plans for positive, sustainable growth.

Liverpool Combined Authority Spatial Development Strategy

As part of its Devolution Deal with the Government, the Liverpool City Region Combined Authority (LCRCA) will create a strategic plan called a ‘Spatial Development Strategy’ or ‘SDS’. The SDS will be the first of its kind for the City Region. It will set out a strategic framework for the development and use of land looking ahead at least 15 years. The SDS is a statutory planning document. This means that when it is published, it will form part of the ‘development plan’ for the six City Region local authorities alongside their own Local Plans and Neighbourhood Plans. SDS policies, when finalised, will therefore be considered when determining planning applications across the City Region, including in Bootle and Sefton.

Engagement on the draft SDS will be undertaken this year.

Local Policies

The Sefton **Local Plan** was adopted in April 2017. The Local Plan will shape the future of Sefton for years to come. It sets out how new development will be managed in the period from 2015 to 2030. It encourages sustainable development and economic growth and it gives current and future generations more opportunities to live and work in Sefton’s outstanding environment.

The Sefton Local Plan includes several specific policies for Bootle, specifically Policy ED6 part 1. This sets out the Regeneration priorities in the Bootle area, including the town centre, 501-509 Hawthorne Road and the former Bootle Gas works site. The Bootle Area Action Plan will review these policies and it is likely that it will supersede this part of Policy ED6.

The **Bootle Town Centre Investment Framework** was approved by the Sefton in August 2016.

The Framework sets out opportunities for Bootle Town Centre, including the retail area, the office area and the Town Hall complex. Key points include looking at more leisure opportunities within the Town Centre, improving the canal area and developing Stanley Road to form the spine of the Town.

The Framework was developed with Sefton Council’s lead consultants Lambert Smith Hampton. The document incorporates views and comments gathered at a range of consultation events.

The Strategy links into the Sefton Local Plan, identifying specific development proposals along with support for the regeneration priorities for the area and will help guide the future of the council's current property and land holdings in the town.

The Bootle Area Action Plan will have regard to the regeneration priorities in the Investment Framework and will set out how these can be delivered through the planning process.

The **Sefton Economic Strategy (2019)** sets out a focus of action for the economic growth of the borough and revolves around three key themes that link the economic and inclusive growth challenges for Sefton. They are:

- Places - giving priority to new housing and commercial development, the regeneration and revitalisation of Sefton's towns and broader investment in place-making and low carbon activities
- Productivity - recognising that the priority of creating more jobs, more businesses and business growth in Sefton should be balanced with action to improve the quality of work and how much it pays
- People - putting Sefton's residents at the heart of the economic Framework and equipping them with the skills and confidence needed to participate in a tough labour market and make a positive contribution to Sefton's economy.

Neighbouring Authorities

Bootle sits at the southern end of the borough and as such is adjacent to the City of Liverpool. Whilst the Plan sits within a broader framework of borough-wide policies and strategies, it will also need to work in co-ordination with these neighbouring authorities and their policies.

All local planning authorities have a duty to co-operate with each other and other public bodies to maximise the effectiveness of strategic policy. This legal requirement will be tested and verified during the examination process before the AAP can be formally adopted.

Therefore, it will be important for the Bootle AAP to be developed in tandem with the emerging and policy positions of Liverpool City Council and have regard to the major programmes and projects in North Liverpool.

The Liverpool Local Plan recently subject to examination hearing (October 2020) and is anticipate to be adopted during 2021/22.

S.W.O.T. ANALYSIS

A **SWOT analysis** is a technique used to identify strengths, weaknesses, opportunities, and threats related to an area. A SWOT analysis is designed for use in the early stages of decision-making processes and can be used as a tool for identify the key issues that a plan or project needs to address or take advantage of.

In order to undertake the SWOT analysis six broad topics have be identified. These have been chosen to cover the likely ranges of issues, objectives, policies and projects that the Bootle AAP is likely to contain. However, these are not fixed and the topics that will form latter stages of the Bootle AAP can be determined following the initial public engagement.

During the initial preparation process of the AAP, a series of workshops have been undertaken with officers at Sefton Council representing a range of council services.

This process has helped us gather feedback from previous council consultations in Bootle and evidence from technical surveys and reports. Details of these are included within this Issues and Options document.

Although the SWOT analysis provides a number of topics, it should be noted that this is not an exhaustive list. The consultation on the Issues and Option will help us identify further issues that need to be addressed as part of the AAP process.

The six topics that have been chosen as a starting point to undertake the SWOT analysis are:

- Economic Growth and Investment
- Communities and Housing
- Climate Change and the Environment
- Health and Recreation
- Infrastructure and Services
- Placemaking

There is significant overlap between a number of these topics and the points identified below may not fit easily into one topic.

STRENGTHS

Economic Growth and Investment

- Good footfall in the Strand and other shopping areas
- Proximity to Liverpool City centre – availability of jobs
- Large number of office workers in town – support shops and services
- Good range of existing employment areas and accommodation
- Weekly market at Strand and car boot sale at Trinity Road popular and well-established

Communities and Housing

- Strong sense of community / groups,
- Long standing community with strong local identity
- Lots of good quality, relatively affordable housing for purchase/rent

- Housing choice has expanded in past decade
- A number of housing developers have shown interest in developing in the town

Climate Change and the Environment

- good tree cover in parks and along major routes
- many people live near key services which they can walk to
- Good existing levels of public transport useage

Health & Recreation

- large number and variety of greenspaces, good quality green spaces, recreation grounds and parks
- Canal is a key asset to Bootle
- Good range of gyms / sports fields

Infrastructure & Services

- good public transport links, particularly buses and trains to Liverpool, Crosby, Southport
- good network of primary schools
- Good range of GPs / health centres / dentists
- Good range of convenience stores – good access to fresh food
- High density neighbourhoods help support a wider range of facilities/services

Placemaking

- Lots of heritage assets
- Many traditional houses have good architectural details, are of good quality and provide a strong character to the town
- Very strong sense of identity in the town

WEAKNESSES

Economic Growth and Investment

- Some development sites are unviable for redevelopment without public subsidy.
- Issues of legacy contamination
- Over supply of older / poor office buildings
- Lack of night time/leisure economy (bars, restaurants, cinema etc)
- Strand/Town centre currently focussed on retail and has limited leisure offer
- Town centre and many shopping parades have very high vacancy rate
- Many of Bootle's employment areas are poor quality and have low value occupants

Communities and Housing

- Lack of diversity and choice in housing stock
- Oversupply of three-bedroom social housing when demand is for smaller units
- Lack of off-street car parking and gardens which impacts on demand
- Many people still live in poor-quality housing

Climate Change and the Environment

- Some open spaces are very close to industrial spaces – need to consider air quality / biodiversity
- High levels of fly tipping and litter creates poor local environmental quality
- Some areas have poor air/noise quality cause by industry, traffic, port activities
- Many sites in Bootle have high levels of contamination

Health & Recreation

- Lack of resources to maintain and invest in parks and open spaces
- Lack of promotion of open spaces as an asset
- Large number of hot food takeaways
- Higher health inequalities in the town

Infrastructure & Services

- Lack of outdoor facilities for older children/teens

Placemaking

- Lack of well-designed public spaces for community use
- Many existing developments turn back on the canal
- Poor perception of Bootle from people outside the area

OPPORTUNITIES

Economic Growth & Investment

- Links with Bramley-Moore Dock / encouraging more people to visit Bootle – hotels/bars/restaurants etc
- Promote specific sites in Bootle to developers
- Council purchase of Strand allows greater control for future plans
- Use canal side to drive regeneration, particularly through leisure/recreational/residential/visitor economy uses
- Use some of Bootle's existing employment areas to promote small independent business e.g. Irlam Road, Bootle village

- Take advantage of the opportunities for jobs and investment from current and proposed employment areas
- Hugh Baird expansion and education quarter and linking skills/training to local opportunities
- Promote Bootle as a place to live, work and invest
- Securing jobs, business, training opportunities as a result of employment growth
- Build on the visitor economy
- The ability to use funding opportunities to bring investment and regeneration to the town

Communities and Housing

- Development a number of current vacant sites/buildings for new homes
- Potential for Bootle to become a residential area of choice due to proximity and links to Liverpool
- Potential to attract student and young professionals to area
- More diverse communities living in area can help bring in new businesses
- Diversify housing choice, including more family homes for sale and small homes for rent

Climate Change and the Environment

- Encourage use of renewable energy
- Encourage walking, cycling routes and use of public transport
- Plan for switch to electric vehicles with provision of charging points
- Identify areas for tree planting, new public spaces

Health & Recreation

- Opportunity to encourage walking/cycling and link in with current work on cycle routes
- Protect and secure investment in open spaces and recreation area
- Potential to restrict further proliferation of hot food takeaways
- Enable better use of canal and implementation of 'leisure trail' or similar

Infrastructure & Services

- Providing more homes and increase local population will support wider range of services and facilities
- Encourage community use of existing facilities and services

Placemaking

- Potential to re-zone a number of uses in Bootle so that this creates a better living environment
- Opportunity support local events / groups as part of Bootle's regeneration

- Potential to use parks and open spaces for cultural/community events
- Potential for new spaces for community events, markets
- Build on Bootle's maritime links/heritage
- Find new, viable uses for some of Bootle's heritage assets

THREATS

Economic Growth

- Empty shops / national chain stores leaving Bootle
- Higher unemployment rates / lower rates of qualifications
- Viability/contaminated land – lack of funding opportunities
- Continued change in the way people shop (online, out of town centres) could result in lower footfall in Strand
- Change in working practices will result in lower demand in offices and people who work in town
- Big employers leaving Bootle (Santander, HMRC) and the loss of jobs and people using centre
- Economic development and growth not securing opportunities for local people
- Not enough investment in education and training for people to access job opportunities

Communities and Housing

- Need to ensure that existing communities are not displaced by regeneration
- Poor quality conversions of homes and shops to flats and HMOs
- New housing not meeting needs
- Local people being priced out of housing market
- The wrong type of specialised housing being provide, including for older people and people with complex needs

Climate Change and the Environment

- Increase traffic, noise and other environmental impact from port and other employment areas
- Continued air quality issues can have health impact and cause health inequality
- Resistance to energy efficiency measures due to cost and inconvenience

Health & Recreation

- too easy access of fast food and other high calorific food/drink
- lack of funding for maintenance of green spaces, reliance on community groups
- Continued decrease in local air quality

- Loss of support and health services

Infrastructure & Services

- Continued population decrease could result in fewer facilities/services
- Lack of funding to deliver services and services
- Local residents not being aware of services and facilities that are available to them

Placemaking

- Fly tipping / litter – impact on image of town
- Lack of investment in heritage assets, continued dereliction
- Lack of community participation

SUMMARY OF KEY ISSUES

The following section contains a summary of key issues that have been identified through previous community engagement, baseline analysis and emerging evidence base studies.

The issues listed below are considered to be relevant in helping to formulate the policies and proposals in the emerging Bootle Area Action Plan where they relate to the development and use of land and lead to the transformation and regeneration of Bootle.

The issues in the yellow boxes are considered to be of strategic importance.

Economic Growth and Investment

There are a range of employment areas identified in the Bootle area with various degrees of quality, businesses and accommodation type/size.

The Local Plan identified a need for 81.6 ha of employment land in the borough to 2030. Whilst this is not specific to the Bootle area, the employment sites in Bootle make up a significant and important contribution to employment land across the borough. However, the Employment Land and Premises Study is a little dated and the Council will look to update the evidence for employment land and premises soon to support both the Bootle Area Action Plan and a future Sefton Local Plan. Any proposals that result in the loss of employment land will have to be justified by a lower overall need or alternative land being made available.

Issue 1 – Bootle needs to have a sufficient supply of good quality and well-located employment sites to provide opportunities for investment and jobs for local people.

1A – Protect all existing employment areas and identify additional suitable land for employment uses

1B – Protect all existing employment uses including those outside of employment areas

1C – Protect the higher quality employment areas, including those that provide a higher number of jobs, and consider alternative uses for employment areas of lower quality. Any existing businesses located within lower quality employment areas will be offered alternative premises in Bootle or nearby where possible.

1D – Prioritise development on key employment areas and seek alternative uses for lower quality employment areas

1E – Encourage businesses to relocate to more appropriate locations, based on environmental impact/residential amenity, to make better use of existing employment areas

1F – Provide enough sites and premises for small and medium size businesses, business start-ups and community enterprises

Given its location north of the City Centre, Bootle falls within the wider Liverpool office market. In recent years stock has been difficult to let, and there have been high levels of available office space. As of April 2021, of the approximate 930,000ft² office floorspace in Bootle in large offices buildings (excluding the Town Hall complex), 64% of the office floorspace is vacant, with 51% of all large office

buildings completely vacant. Much of the occupied office space in the Bootle Officer Quarter is occupied by public sector bodies. However, the public sector's requirement for office space is changing and where possible they are relocating into fewer buildings as the trend is to more flexible working practices. More recently in Bootle vacant offices have come forward for conversion to residential accommodation, often employing their permitted development rights (i.e. without the need for planning permission).

Nonetheless, Bootle has continued to perform as a strong public sector location, with over 6,000 employees. It is the administrative hub of Sefton Council. Redgrave Court, (247,000 sq ft) home to the HSE, was completed in 2005 and represents a good example of a public sector hub, which has successfully attracted other Government organisations and is extremely well let.

Whilst several of the original purpose built 1960s and 70s office buildings were vacated and subsequently refurbished as a result of the HSE consolidation into Redgrave Court, it is anticipated that several of these buildings do not have a future as offices. They do not match investor or private sector business requirements for office accommodation, due to floorspace layout, age and running costs. Sub division of these types of property to smaller offices is unattractive due to the high management costs associated with this type of letting. Major public sector partners who are consolidating into fewer buildings are also seeking modern property, therefore the possibility of relocation elsewhere over the next few years is real. HMRC has declared its intentions to relocate out of three buildings in Bootle into Liverpool City Centre in the next year.

Issue 2 – The high level of empty office space in Bootle's Office Quarter, if left will make it more difficult to improve the centre.

2A – Identify and protect the key office floorspace that needs to stay. Allow the market to decide other suitable uses for the others.

2B - Identify and protect the key office floorspace that needs to stay. Allow alternative uses, such as education, residential and leisure in the other parts of the Office Quarter.

2C- Retain the current boundaries of the Bootle Office Quarter but allow buildings within to change to other uses depending on the market

2D – Retain the current boundaries of the Bootle Office Quarter and allow some buildings within to change to other uses, setting out a minimum amount of floorspace that should be retained for office use.

Issue 3 – Changes to the amount of occupied office accommodation in Bootle or change of use of any of these buildings may result in a change in parking requirements and demand.

3A – Retain all existing public car parks and restrict loss of private car parks in or near the town centre to encourage visitors to Bootle and prevent overspill parking in adjacent residential areas

3B – Undertake a review of parking requirements in the centre – based on changing role of the centre/office quarter – and, if relevant, suggest other uses for excess parking.

3C Identify public car parks in Bootle that could become pilot schemes for provision of electric vehicle charging points (Council-owned and other car parks available to the public)

The main operational area of the Port of Liverpool lies in Sefton, although it also extends into the Liverpool and Wirral administrative areas. The main land-based routes to and from the Port are in South Sefton.

Bootle has the potential to harvest its share of the benefits from Port growth given its proximity to both Superport (including the Freeport proposals) and the maritime corridor. For example, it could potentially provide a business location for any future growth in back office functions in the Port/Maritime supply chain sector, and this would sit alongside Hugh Baird College's courses in port logistics, and for enterprise and business growth more generally.

However, as well as the economic benefits and opportunities provided by the Port, there are potential negative environmental impacts resulting from its operation, including noise, dust and odour, on local communities.

Issue 4 – How can the Bootle area be protected from the significant environment impacts of the port and its associated activities

4A- Seek to restrict uses in the port hinterland area that would exacerbate environmental issues on the local residential areas

4B – Seek to secure environmental mitigation measures in the port hinterland area to reduce the current impact on residents

4C – Restrict new housing developments within a specified port impact area

The wards that are within (or partly within) the Bootle Area (i.e. Linacre, Derby, Litherland and Netherton & Orrell) have a higher proportion of the working age population (ages 16-64) who claim Universal Credit (14%, 10.6%, 8.7% and 6.7% respectively) than many other parts of Sefton. These wards rank 1st, 2nd, 5th and 9th of the 22 wards in Sefton for the highest % of Universal Credit claimants.

The wards that are within (or partly within) the Bootle Area (i.e. Linacre, Derby, Litherland and Netherton & Orrell) have a high proportion of residents with people with no formal education qualifications, ranging from Linacre where over 31% have no formal qualifications to Netherton & Orrell where 21.8% have no formal qualifications. 16 wards in Sefton have rates below 20% including four wards where fewer than 10% have no formal qualifications.

Issue 5 – How can social value benefits be secured and opportunities maximised for Bootle residents from new development.

5A – Make it a requirement that any major proposals should provide details of what social value will be delivered and how this will be measured and assessed, including, but not limited to opportunities for employment and training for local people.

5B - Develop a range of targets and measures for measuring social value outcomes across Bootle

5C – Set out policies and allocations that would encourage a range of employment opportunities in the Bootle area that would match and expand the skills and training of residents

5D – Focus on improving accessibility to employment opportunities for residents in the wider city region area.

5E – ensure infrastructure (e.g. local employment hubs, digital, public transport) is available for all to allow residents to access flexible employment opportunities

5F – Ensure that local sourcing and supply chain opportunities are maximise through employment and business related growth

5G – Ensure that new homes are designed to enable residents to take advantage of work from home opportunities (e.g. digital infrastructure, space for home office)

5H – Make it a requirement that any developer of a major proposal should work with local agencies and voluntary groups to provide opportunities for employment and training for local people

Communities and Housing

Bootle has a higher proportion of vacant homes than other parts of Sefton. There are numerous and often complex reasons why homes remain vacant for a long time, including sometimes by the Council as part of its long-term regeneration aspirations. Unplanned empty homes can lead to the deterioration of properties (e.g. damp and pests) and attract anti-social behaviour such as vandalism, arson or squatting. This can reduce the value of neighbours' homes and can harm the local neighbourhood environment. It can also result in a greater proportion of homes being subdivided into poor quality flats and homes in multiple occupation as owners look for alternative ways to secure an income from their asset.

April 2021	Short-Term Vacant Proportion (0-6 months)	Long Term Vacant Proportion (6 - 24 months)	Long Term Vacant Proportion (24+ months)	Total Vacant Proportion
Bootle AAP	2.0%	2.0%	1.6%	5.6%
Sefton	1.6%	1.6%	1.0%	4.2%

Issue 6 – The number of vacant homes in the Bootle area is too high and can cause issues with anti-social behaviour which can have a negative impact on a local area.

6A – Look to secure developer contributions to bring vacant homes back into use for affordable housing, in lieu of new build affordable housing

6B – Investigate funding or partnership opportunities that could bring these homes back into use

6C – Assist and facilitate delivery of the wider regeneration of the Bootle to increase housing demand locally which in turn could increase the value of vacant properties

Bootle has a less diverse housing market than other parts of the borough with many more terraced homes than elsewhere. Why this is not an issue in itself, many of the homes have limited outdoor space and have no off-street parking. It is also difficult for residents of terraced homes to keep the range of refuse and recycling bins that those with larger homes can keep. This often result with more problems with litter than in other parts of the borough.

Whilst Bootle is considered to have a sufficient supply of affordable homes, many of these are in the wrong type of housing, for example in three-bedroom affordable housing. The Local Plan policy on affordable homes requires any developments of 15 homes or more secure 15% as affordable housing. This is to help to provide a wider choice of affordable homes in the town.

Issue 7 – There is a need to provide a greater choice in house types in Bootle, including homes with rear gardens and off-street parking spaces. This applies to homes for sale and rented properties.

7A – Set out a specific policy for the Bootle area that sets out the type of homes (market and affordable) that are required

7B- Continue to rely on the current Sefton policy on housing mix

7C – Identify different neighbourhoods in Bootle where a different mix of homes would be required, depending on factors such as character of area, access to public transport and other amenities, proximity to town centre.

Houses in Multiple Occupation (HMOs) are an important source of low cost, private sector housing for those on low incomes, seasonal workers, students, and those seeking temporary accommodation. However, HMOs tend to concentrate in areas that provide such conditions raising concerns about their impact. HMOs and their concentration can be associated with the following issues:

- poor standards of accommodation
- loss of local character
- reduction in environmental quality
- increased noise complaints
- increased anti-social behaviour
- loss of single-family dwelling houses
- increased levels of crime
- increased pressures on car parking
- dominance of private renting
- increased pressure upon local services
- changes to local retail provision

Issue 8 - There has been too many inappropriate and poor-quality conversions to flats and homes in multiple occupation in the Bootle area causing issues with residential amenity, noise, refuse, parking and the character of local areas.

8A - Set out a policy that would restrict conversions to flats and HMOs unless limited strict criteria are met

8B - Identify locations which have experienced high number of conversions where we would not permit any further

8C - Set out specific types of homes that we would not permit sub-division into flats and HMOs, e.g. homes with 3 bedrooms or less

Whilst Bootle has a lower percentage of older people than other parts of Sefton, this is still projected to increase significantly in future years. The projected change in population of the over 65 year olds in Sefton from 2017 to 2036 is 32.8% whilst the population of those under 65 years old is expected to drop by 5.8%.

	South-port	Formby	Maghull/Aintree	Crosby	Bootle	Nether-ton	Sefton
Under 65	68,512	16,369	26,452	38,180	31,581	30,188	211,282
65-74	11,811	3,738	4,649	5,643	3,339	3,326	32,506
75-84	7,938	2,709	3,395	3,397	1,885	2,290	21,614
85+	3,789	1,034	1,479	1,529	549	807	9,187
Total	92,050	23,850	35,975	48,749	37,354	36,611	274,589
Total 65+	23,538	7,481	9,523	10,569	5,773	6,423	63,307
% 65+	25.6%	31.4%	26.5%	21.7%	15.5%	17.5%	23.1%

Source: ONS 2017 mid-year population estimates

The Bootle (and Nether-ton) area have a higher proportion of households in which someone has a long term health problem than in other parts of Sefton.

	Households containing someone with a health problem		Population with a health problem	
	Number	%	Number	%
Southport	15,311	38.4%	20,748	23.0%
Formby	3,604	36.1%	4,782	20.1%
Maghull/Aintree	6,064	39.4%	8,011	21.5%
Crosby	7,898	37.6%	10,373	21.1%
Bootle	7,055	44.1%	8,946	24.9%
Netherton	7,088	45.2%	9,201	24.7%
Sefton	47,020	39.9%	62,061	22.7%
North West	1,100,812	36.6%	1,426,805	20.2%
England	7,217,905	32.7%	9,352,586	17.6%

Source: 2011 Census

An ageing population, and a high percentage of households with a limiting long-term illness or disability, has implications for many issues, notably the type and form of new housing that is provided. As set out above, much of the older housing stock in Bootle is the traditional 2 or 3 bedroom terraced homes. These often have steep stairs and are unsuitable to provide downstairs bathrooms or other adaptations that allow people to remain in their own home once they become less mobile.

Issue 9 – Bootle, like many other areas, has an ageing population and there are a higher proportion of residents with a limiting long-term illness. This has implications for the type and standards of future housing that is required.

9A – require that a certain percentage of homes on a major housing development secures specialist housing for older people and/or people with special needs

9B – Identify housing redevelopment sites that would be specifically be for older people and/or people with special needs

9C – Require a percentage of all newly build homes (market or affordable) to be designed to a high standard of accessibility and adaptability, allowing people to remain in their homes in old age or if they have mobility issues.

One of the key strengths of Bootle and south Sefton its network of communities and community groups which help to support each other and provide a source of pride in their neighbourhoods.

Issue 10 – Bootle has a strong sense of community and pride, with a good network of resident and voluntary groups. This is essential for the future success of the area. These networks should be an integral part of future plans for Bootle.

10A – Make it a requirement for applications of major developments to engage meaningfully with residents and resident groups while developing the emerging proposals

10B – Set out a clear list of social infrastructure, endorsed by local residents, that will be secured or supported through developer contributions for new development

10C – Identify areas for new public space that could accommodate community and cultural events

10D – Identify and protect important social and cultural infrastructure/buildings that should be protected from new development

Climate Change and the Environment

Bootle has a legacy of heavy industry that moved to the town during the second half of the 19th century and through the first half of the 20th century. Many of these heavy industries have now vacated the area but the sites that are left are often very highly contaminated. The high levels of contamination in many of these sites make it difficult and expensive to bring the sites back into new uses and can frustrate the regeneration aspirations in the town.

Issues 11 – Many of the potential development sites in the Bootle area have high levels of contamination and this could affect the viability of new development and the wider benefits that would be delivered.

11A – Limit developer contributions (for example the amount of affordable housing) on sites with known viability issues to assist with the overall viability of developing the site

11B – Maximise more valuable uses on sites with known viability issues to support the overall viability of developing the site

11C – Treat contaminated sites like standard sites, in terms of developer contributions, but prioritise the potential to securing funding to assist with remediation costs

Given its location as a key route into Liverpool for those travelling in from the towns to the north of Bootle (Waterloo, Crosby, Seaforth, Litherland and Formby) many of Bootle's roads experience high level of traffic. This causes issues with poor air quality, pollution and noise. It detracts from the local living environment and deters people from walking and cycling. There are a number of Air Quality Management Areas that have been declared in and around Bootle.

Issue 12 – Bootle has a good network of public transport links and benefits from easy access by car to the wider area. However, walking and cycling links could be expanded to allow safe and pleasant routes between key services and facilities in and around Bootle.

12A – Set out a clear policy that new major new developments prioritise walking and cycling routes, as part of an integrated network of routes for all modes of transport

12B – Identify key routes across Bootle that would be the focus of walking and cycling route improvements (including signage) and seek funding mechanisms, including development contributions, to deliver these

12C – Set out a policy that requires necessary infrastructure (cycling parking, changing rooms and showers) within commercial development

12D – Promote car sharing by having car share only parking bays in certain areas

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas.

Sefton Council continues to undertake detailed monitoring using both sophisticated automatic air quality monitoring equipment and an extensive network of passive diffusion tubes to determine the levels of certain harmful pollutants that the Council is required to monitor by Central Government. Through this monitoring, the Council has identified a number of small areas, all in the south of the Borough, where air quality has or is currently exceeding national standards.

The two pollutants for which air quality standard objectives have been exceeded in Sefton are Nitrogen Dioxide (NO₂) and fine Particulate Matter (PM₁₀). The areas where objectives have not been met are generally located around busy road junctions or near busy roads and residents living closest to these junctions and roads are most affected.

The locations where air quality has been identified as a current concern are shown below. The pollutant(s) that have shown exceedance are shown in brackets:

- Lathom Close, Princess Way, Seaforth (NO₂).
- Millers Bridge/Derby Road junction, Bootle (PM₁₀ & NO₂).
- South Road/Crosby Road North junction, Waterloo (NO₂).
- Hawthorne Road/Church Road junction, Litherland (NO₂).

One of these locations is within the Bootle Area Action Plan area and two are near the periphery.

These areas where air quality objectives have been exceeded (or likely to be exceeded) have been designated as Air Quality Management Areas (AQMAs). In Sefton, road traffic is the main source of NO₂ and PM₁₀, particularly emissions from heavy goods vehicles (HGVs), light goods vehicles (LGVs) and diesel cars. Emissions from industrial activities within the Port of Liverpool have also historically been identified as a source of PM₁₀.

Issue 13 – Poor air quality affects some areas of Bootle and leads to poor health and a poor living environment.

13A – Set out a policy that would restrict certain types of polluting uses in already vulnerable areas

13B – Identify areas that have particular air quality issues, including but not restricted to the Air Quality Management Areas, and prevent new vulnerable development (such as new homes) in and around these areas.

13C – Remove homes from locations that have very poor air quality where there is no likelihood that air quality can be improved

13D – Promote wider environmental improvements (tree planting, structural landscaping etc) or other air quality management measures in air quality management areas and other vulnerable areas to mitigate impact or poor air quality

13E – Have a focus on ‘cleaner’ industries (e.g. research and development, decarbonisation industries, digital tech) in Bootle and encourage the migration to these uses on a number of Bootle’s existing employment areas

The council has an ongoing commitment to reducing carbon emissions in Sefton in line with its aim of reducing the impact of climate change and in July 2019 Sefton declared a climate change emergency. Spatial planning is an important part of a successful response to climate change as it can influence the emission of greenhouse gases. In doing so, local planning authorities should ensure that protecting the local environment is properly considered alongside the broader issues of protecting the global environment. Planning can also help increase resilience to climate change impact through the location, mix and design of development. Even though it covers a small geographic area, the Bootle Area Action Plan will have a role to play in efforts to reduce and mitigate the effects of climate.

Issue 14 – Bootle has to adapt to the challenges of climate change and opportunities to reduce and mitigate the effects of climate change should be addressed.

14A – Rely on existing and emerging Sefton and national policies that reduce and mitigate the impacts of climate change

14B – Set out stricter policies for the Bootle area for reducing and mitigating the impacts of climate change, including, but not exclusively, demonstrating how the development has followed the energy hierarchy by:

- Reducing the need for energy including making most of solar gain through site and building design and layout
- Energy efficiency
- Using energy supplied from low carbon, decentralised and renewable sources including community-led initiatives
- Efficiently using fossil fuels from clean technologies, including IT advances and app-based solutions which allow users of well-designed places and homes secure ownership or management of these systems so they can use them most efficiently.

14C – Identify residential and/or employment areas in Bootle that could become pilot schemes for the fitting of electric vehicle charging infrastructure.

14D – Prioritise walking, cycling and access to public transport for existing and new developments.

14E – Have lower parking space requirements for sites in easy reach of public transport

14F – Plan to significantly increase tree planting in Bootle and identify key routes and open spaces that could accommodate trees, recognising the many benefits of trees including carbon offsetting, mental health, air quality and flood risk management.

14G – Have a focus on ‘cleaner’ industries (e.g. research and development, decarbonisation industries, digital tech) in Bootle and encourage the migration to these uses on a number of Bootle’s existing employment areas

14H – Investigate sources of funding that could fit green measures in existing homes and buildings and ensure new buildings are low carbon

14I - Ensure proposals for new development and conversions should be well-designed and use materials carefully to reduce their environmental impact.

Sefton has an outstanding environment which helps to make it distinctive, and which is valued by residents, businesses and visitors. Natural assets are important components of this environment and should be retained and enhanced. Spending time in green space can benefit both mental and physical wellbeing. As a built-up area, Bootle has fewer areas of natural capital than other parts of Sefton. This means that the natural assets that it does have are more important to retain and enhance and that opportunities to make space for nature are secured.

Issue 15 – As a built-up area Bootle has fewer nature and ecological areas than those in or near the countryside. Nonetheless, there are opportunities to improve ecological networks in the town and for its residents benefit from doing so.

15A – Identify areas/sites where space for nature can be provided

15B – Set out a clear policy approach that requires major proposals to incorporate ecological benefits on site

15C – Look at ways in which existing sites that are good for nature can be improved

Health & Recreation

Sefton, and Bootle, has higher than average rates of obesity and overweight people, both in adults and children. The health impacts of being overweight and obesity can include type 2 diabetes, heart disease, some types of cancer and stroke. It can also cause psychological issues, such as depression and low self-esteem. T

The causes of obesity are extremely complex and encompass both biology and behaviour, but set within a cultural, environmental and social framework. Although personal responsibility plays a crucial part in weight gain, people are being overwhelmed by the effects of today’s environment, with its abundance of energy dense food, motorised transport and sedentary lifestyles. Whilst the environment in which we will live is not the only factor in causing obesity, the provision of a network of good quality open spaces, parks, leisure facilities, sporting clubs, walking and cycling routes and

healthy food outlets can assist with people making changes to their lifestyle that can help them manage their weight. Similarly, restricting the proliferation of fast food outlets may have a detrimental impact on the ability of people to make healthy choices.

Issue 16 – Bootle residents suffer from a higher health inequality than other parts of the borough, including higher rates of obesity.

16A – Set out strong restrictions on the opening of new fast food restaurants in areas which already have too many

16B – Look to secure improvements to parks, open spaces and other recreational facilities – and the links between them – to encourage people to choose more active lifestyles

16C – Have a policy that protects all existing open spaces, parks and recreation grounds and to provide new ones on appropriate developments

16D – Look at the inclusion of formal or informal health facilities as part of any new development

Infrastructure & Services

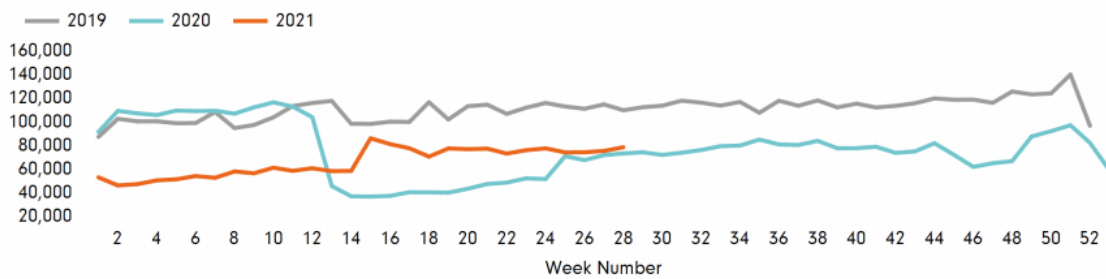
Bootle Town Centre is the main focus for retail in the south of Sefton and is well represented from a retailer point of view for convenience and comparison goods, as well as providing access to non-retail services. However as with many towns of a similar size across the UK, this offer has recently experienced higher retail vacancy levels, as consumer habitats and retail trends have changed. This is due to the growth in supermarkets, out of town centres and web-based retailing.

The most recent 'health check' for Bootle¹ identified that 17.6% of all retail floorspace and 23.6% of retail units was vacant. However, since this report was published some further shops have closed, notably WH Smiths, whilst some smaller units have been reoccupied.

Despite this change in circumstance for our town centre, retail is expected to remain a core function of Bootle, continuing to provide both a comparison and convenience goods offer. It also provides a range of nationally recognised retailers, supported by local services, such as banks, coffee shops, opticians and hairdressers. However, during the recent Covid 19 pandemic and the shift to more working from home practices, the footfall in Bootle Strand continues to be somewhat below the 2019 levels.

¹ Retail Strategy Review 2021 Appendix III, Nexus March 2021

Footfall by week



Issue 17 – Bootle Town Centre is suffering from high vacancy levels as the way we shop and use services changes.

17A – Set out a flexible approach for alternative uses within the town centre, including for cultural, leisure, health, office and residential uses permitted anywhere within the centre

17B – Identify specific zones for different uses in the town centre, e.g. a leisure zone, a shopping zone, a market zone, a residential zone etc

17C – Retain the protection of current Primary Shopping areas/frontages for retail uses

17D – Allow longer opening hours in certain parts of the Bootle to encourage the night time economy to flourish (including bars, restaurants, gyms and other uses)

17E – Look to promote town centre living to attract more residents in the centre, which could support shops and other facilities

In addition to the Town Centre and Bootle Strand, Bootle has many shopping parades which provide a mix of shops and services that tend to meet the day to day needs of residents. Many of Bootle's shopping parades are quite long – for example Stanley Road (Merton Road to Liverpool boundary), Linacre Road, Marsh Lane, Knowsley Road, Hawthorne Road (Wadham Road to Liverpool boundary) – and once provided a much more diverse range of retail outlets that would now be expected only in a town centre. They therefore suffer with a high vacancy rate and have suffered with many years of neglect and poor-quality conversions. They also provide far much retail space than is necessary for modern requirements and the vacant units often are only occupied by uses that may not be those that many residents would wish to see – for example hot food takeaways, off licences, sun bed shops etc.

Some of the smaller shopping parades in Bootle are more successful and appear to be of the right size to meet a diverse of uses for residents. Examples of the smaller shopping parades that generally appear to have fewer vacancies are Stanley Road ('Three Banks' area), Stanley Road ('Parrs Corner'), Linacre Lane/Fernhill Road, Aintree Road and the Crescent.

The upper floors of many of Bootle's older shopping parades once provided the living accommodation for the business owners of the ground floor shop. However, this connection has, in most cases, been lost. Over the years this accommodation has been subdivided in to separate flats

and new separate entrances provided. The quality of these conversions has not always been the best and the provision of parking and amenity space has been limited.

Issues 18 – Bootle has many shopping parades, some of which contain too many poor quality and outdated units unsuitable to meet modern convenience shopping and service needs.

18A – In the longer shopping parades with a high vacancy rate, identify a core of blocks to be retained and identify the remainder for redevelopment

18B – Restrict the ability to change the use of units on shopping parades without planning permission (i.e. permitted development rights) and set out clear policies that only allow certain uses and high-quality conversions

18C – Retain all shopping parades but promote re-use of some accommodation for community employment hubs or sports and health uses

Bootle Strand benefits from a bus station and a 500 space multi storey car park and there are other public car parks in or near the town centre, including at Delaware Road, Washington Parade, the rear of Castle Bingo and Trinity Road opposite Magdalen House. Stanley Road itself is predominantly occupied by small independent retailers and service providers. In responding to the changing role of town centres one opportunity for filling voids generally in the retail quarter will be the ability to attract independent retailers and new retail start-ups. Other opportunities exist to diversify into other uses that supports footfall and can help Bootle fulfil its role as a community shopping centre, such as leisure and health services.

The Bootle area is served by many primary schools and a few secondary schools namely Hillside High School, Savio High and the Hawthorne Academy. Whilst numbers in primary schools are quite strong, there are many vacancies in Bootle's secondary schools, with approximately 40% of places vacant. Many of Bootle's schools are in older buildings and do not have the range or quality of facilities that support modern educational needs.

Hugh Baird college is the main provider of tertiary education in the Bootle and Netherton area. Several the campuses are located with the Bootle area in a cluster around the Stanley /Balliol Road/Merton Road area. These include the Balliol Road campus (including the Pembroke centre), Hugh Baird Health care campus and the University (L20) campus. There are also campuses in Thornton (Edge Lane) and the South Sefton campus at Sterrix Lane.

They deliver courses across an extensive range of provisions, from 14-16 year olds and apprenticeships, to A-levels, university levels courses and adult learning, with dedicated campuses and employment-focused results.

Hugh Baird's purpose-built, multi-million pound L20 building houses their University Centre, whilst South Sefton Campus is home to a dedicated Sixth Form Centre. They also have a specialist hotel school and flagship restaurant, industry-focused hubs, and a unique enterprise village with a salon, florist, café and gym.

Over the last five years, the College has successfully developed local, regional and national links with the Maritime sector, opening its Port Academy Liverpool building in 2016 and becoming an active contributor to the debate about sectorial growth.

High Baird, and the network of primary and secondary schools, are important institutions that will ensure that younger people in Bootle and the wider area are trained to participate in a changing and diverse economy. The Bootle Area Action should seek to facilitate any growth aspirations any of these institutions.

Issue 19 – Existing and future communities must be supported by necessary and appropriate infrastructure and services.

19A – Identify the growth or relocation aspirations of key infrastructure providers (including Hugh Baird College, public transport, education, and health providers) and identify suitable sites for them

19B – Look to secure developer contributions from suitable developments towards new and improve infrastructure and services. This could include schools, health, leisure, jobs, community and social facilities.

19C – Protect key services and infrastructure from loss

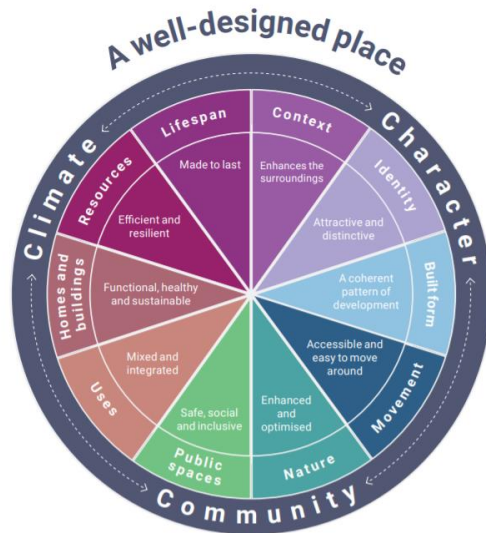
19D – Look to increase the local population, which in turn will help to support and retain essential services in Bootle

19E – Prioritise policies that support local schools and provision of facilities for learning so that local families choose to live and educate their children in the town.

19F – Ensure existing facilities are in the right location and are easy to access

Placemaking

Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our lives and have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community. Well-designed places can accommodate businesses, homes and a range of other uses and activities that support our everyday lives without causing conflict between those uses. Well-designed places can last for many years.



The ten characteristics of well-designed places

The government set out how it considered well-design places should be achieved. This is set out in sets out the National Design Guide. This sets out 10 characteristics of well-designed places (see figure to the left) and demonstrates what good design means in practice.

Design codes are a set of illustrated design requirements that provide a specific, detailed guide for the physical development of a site or area. The government recently published its guidance how local authorities should undertake design codes². This includes how the 10 characteristics of a well-deigned place

would be achieved. Sefton was selected as one of 14 authorities in England to run a pilot scheme to test the design code and this was to be focussed in the Bootle area, specifically looking at the canal side area. This work will help inform the design policies in the Bootle Area Action Plan.

Issue 20 –The regeneration of Bootle should have good design at its heart and should reflect the aspirations of its communities and respect the historic and cultural context.

20A – Rely on existing Sefton-wide and national design policies to ensure good design is achieved

20B – Set out a specific Bootle design policy, setting out specific standards and design aspirations for the Bootle area

20C – Have a neighbourhood approach to design with specific guidance and design codes for different areas

20D – Concentrate on design guidance for areas of likely change and redevelopment

20E – Prioritise resolving the issues around crime, fear of crime and anti-social behaviour in the design of new places

Bootle has always been a working community, with industry and residential areas located near each other. This is a legacy of its proximity and connections to the Port of Liverpool and availability of a large pool of labour. Unfortunately, in some instances, this results in industrial uses causing pollution and other problems to nearby residential areas. Whilst individual sites can be regenerated, this often

² National Model Design Code MHCLG (June 2021)

will not change the character and quality of a neighbourhood if other, active and poor-quality employment areas remain. However, it is accepted that a range of business areas are necessary to provide a range of employment opportunities and that these should be supported where possible.

Issue 21 – The patchwork of industrial areas that are integrated within the residential areas of Bootle can often cause problems with noise, dust, traffic and odour. They can detract from the local environment, result in poor living conditions, deter investment and depress the value of homes.

21A – Assess the economic importance of each employment area in Bootle and balance this against the impact on communities and the regeneration objectives in Bootle. Consider alternatives uses for those employment sites that have a negative impact on communities and regeneration

21B – Retain all employment areas but set out restrictions to types of industrial uses/processes that should take place in these employment areas

21C – Retain all employment areas but look at mitigation measures to reduce impact on neighbouring properties, including providing buffers on new development sites close to poor quality employment areas.

One of the key physical features in Bootle is the Leeds and Liverpool canal. This runs from the south of the town with its boundary with Liverpool and runs generally northward, through Bootle Town Centre and towards Litherland and Netherton. Traditionally the canal side has been where much of the heavy industry was located and parts of the canal still have an industrial character. However, in recent decades, the canal has become more residential in character and provides a recreational asset, with many residents using it for cycling, walking and running. Since the canal was extended to Liverpool City centre, the stretch of canal through Bootle has become more active with canal barges and other activities such as canoeing have started. The canal also provides an important area for nature and a key link for residents in Bootle to access other areas of open space and nature, notably the Rimrose Valley Country Park.

Several sites close to the canal that are currently vacant, or will be vacant in the near future, would be suitable for redevelopment. These include the Bootle Gas work, land on Hawthorne Road, Litherland House and the former St Mary's school site. How they address the canal in their redevelopment is critical.

Issue 22 – The Leeds and Liverpool canal is a major asset in Bootle and has the potential to help regenerate the town.

22A - Ensure new development alongside the canal contributes to improved access to and along the canal corridor, use of the canal corridor for access to homes, work and facilities, leisure, health and wellbeing purposes and helps to improve ecological quality

22B – Prioritise the canal entrances and paths for upgrade including through securing developer contributions on appropriate proposals

22C – Make the canal corridor the main focus of a new community, redeveloping vacant, underused and poor-quality sites and linking these with existing communities and infrastructure.

Bootle has a good network of parks, open spaces and recreation grounds that provide opportunities for recreation, both formal and informal. The three main parks within the central part of the town were laid out as the town expanded in the late 19th century/early 20th century.

Derby Park was built in 1895 and is an excellent example of an urban Victorian park and this has been recognised by its designation as part of the Derby Park Conservation Area and its listing on the National Register of Historic Parks and Gardens. North Park is park with a sporting theme as it features Bootle Leisure Centre and other sports-based facilities. South Park is the main park for the communities south of Balliol Road and the students who attend Hugh Baird college.

Other parks in Bootle provide more local recreation opportunities for residents. These include Poets Park, Hapsford Road, Mellanear Park, Menai (Springwell) Park, Orrell Mount and the park adjacent to the Santander site on Netherton Way. There are also recreation grounds at Maguire Avenue and other grounds with public access, such as Bootle Cometary and St. Mary's Church grounds.

Whilst the amount and distribution of parks in Bootle is acceptable, in some instances additional investment would be advantageous and a greater range of facilities and activities would help to diversify the people and groups who use the parks.

There are also issues with anti-social behaviour in some of Bootle's open spaces that may deter people from using them, particularly of an evening. The linkages between Bootle's parks and open spaces could be improved to encourage greater use and more walking and cycling and linkages from Bootle to parks and open spaces in the wider area could also be improved.

Issue 23 – Bootle has a good network of parks and open spaces, however more investment would be welcomed to help maintain them. A wider range of facilities and activities in Bootle's parks would make them more attractive to a wider range of residents.

23A – Have a policy that protects all existing open spaces, parks and recreation grounds and to provide new ones on appropriate developments

23B - Look to secure developer contributions towards the improvement of existing open spaces in place of new public open space on large developments

23C - Look to secure developer contributions towards the improvement of existing open spaces in place of any shortfall of private amenity space (gardens)

23D – Identify a priority list of parks for investment

23E – Allow some open spaces to be 'rewilded' to provide space for nature within Bootle

23F – Promote a number of the large parks and open spaces that could be used for public and private events that could create income for investment in local parks

23G – Expand the network of parks and open spaces and work closely with the community and voluntary sector to assist with their upkeep

Bootle has many high quality and historic buildings, often reflecting its growth from a small village through to a major industrial town and the civic pride that was prevalent in the late 19th and early 20th centuries. It has a Conservation Area based around Derby Park and which includes the area that was once the original Bootle village around Litherland Road/Park Street.

Bootle includes many listed buildings, including a Grade I listed St Monica's Church and the Grade II* War Memorial in Stanley Park in Stanley Road. Grade II buildings include the Town Hall and buildings around it, the Old Hall and 1 Merton Road, St. James Church, Christ Church and the former Bootle Borough Hospital.

Bootle also has other heritage assets that are not listed, such as public houses, churches, public buildings, factories, monuments, schools, homes and bridges. Whilst not afforded the same protection as listed buildings they nevertheless provide character and pride to the area and would be instrumental to any regeneration of the town. Many of these buildings are no longer used for their original purpose and some are unfortunately vacant and derelict.

Issue 24 – Bootle has a many heritage assets, some of which are vacant and currently have no long term viable alternative use. However, they are important to retain and can be a driver for regeneration.

24A – Identify a list of non-designated heritage assets and important community assets in Bootle that should be protected from loss or inappropriate development

24B – Identity vacant heritage assets and set out the range of acceptable uses for them.

24C - Look to secure developer contributions from certain developments and other funding to contribute to maintaining, conserving and restoring Bootle's heritage assets and promoting them for public enjoyment.

As set out earlier in this report, Bootle has several distinct neighbourhoods and communities. Many of these neighbourhoods have good quality buildings and open spaces and are supported by a good range of services and facilities. However, there are a number of issues that impact on Bootle as an attractive place to live. A consistent issue that is raised in engagement and discussions with residents is the impact of litter and fly-tipping. Whilst not a land-use planning issue, it can undermine the regeneration priorities, dissuade new residents and businesses from locating in the town and impact on the image of the town. Similar issues can also be caused by anti-social behaviour.

Issue 25 – Fly-tipping and litter issues are a concern for many residents and is having a detrimental impact on the attractiveness and perception of Bootle to those who live in and visit town.

25A – Ensure that new development does not create 'left-over' land that has no ownership and can attract litter and fly tipping

25B – Identify problem waste land and under-used land that attracts litter and fly-tipping and propose alternative uses for them

25C – Look to secure developer contributions from certain developments towards improved rubbish bins, environmental hit squads, publicity campaigns and security cameras to deal with and reduce littering and fly tipping

25D – Ensure new homes and businesses are designed so that rubbish, food waste/garden waste and items for recycling can be stored safely and cleanly prior to collection and can easily be collected.

Whilst many successful regeneration schemes have taken place in Bootle over the past few decades, there is a perception in the local community that many improvements have been promised yet not realised. There are numerous and complex reasons for this, often outside the control of the Council or local organisations. Furthermore, despite the successes that have occurred, Bootle still suffers somewhat from a poor reputation of a place of deprivation, poor local environment and low development value.

Issue 26 – In order to ensure the future success of Bootle and change perceptions of the town, a more comprehensive and rounded approach to the issues facing the town is necessary

26A – Take a ‘neighbourhood’ approach to redevelopment of sites and the surrounding area, rather than develop sites in isolation

26B – Set out an ambitious vision for the town with ambitious targets for new homes and infrastructure, improved open space/canal, business and educational uses.

26C – Prioritise aspirational housing to attract and retain a wider demographic

26D – Set out a clear vision for the town centre, in which Bootle Strand and Canalside become the heart of the town centre, the main centre for shopping, leisure and other uses in the North Liverpool area.

26E – Prioritise strategy/development that provides a long-term solution, not a short term one

VISION & OBJECTIVES

A vision statement is an expression of the type of place that you are looking to achieve. Objectives are a set of more specific goals that, if achieved, will help the vision be realised.

The previous section identified a long list of issues that are considered necessary to be addressed for the regeneration of Bootle to be achieved. This includes the identification of a number of 'strategic' issues, i.e. those that can be considered essential to address

The vision statement will set out the overall approach for how these issues will be addressed and how Bootle, as a place, will be when they are resolved.

At this initial engagement stage, rather than put forward a draft vision and objectives, we wanted residents and other stakeholders the chance to influence how these will look.

In order to this we have put together a wide range of phrases and words that could be used to inform a vision and the objectives. We want you to choose up to **five** phrases from the list below that you consider best reflect what the vision and objectives should include.

You can also suggest your own phrase if what you think is important is not listed. We will consider the most popular choices and use these in drafting a vision and objectives which will be published within the next stage of the Bootle Area Action (i.e. The Preferred Option). The draft vision and objectives will be available for comment at that stage.

Improved green spaces	Low carbon	Wider choice of homes	Better air quality
Prosperity	Town centre to be proud of	Improved health	Regeneration
Better choice of shops	Sense of community	More cycling routes	More trees in public areas
Secure jobs	Improved educational facilities	Making space for nature	Improving Bootle's image
More leisure facilities	Make most of canal	Greater participation	More sports facilities
Derelict sites redeveloped	More public spaces for community use	Better neighbourhoods	Better links to Liverpool
More homes	Good design	Protected and improved heritage	Protect local services
Space for community events	More family homes	Improve air quality	Safer spaces

NEXT STEPS

Following this stage of consultation, the responses will be collected and analysed. The findings will contribute to the development of a draft Area Action Plan (i.e. The 'Preferred Option'). We will announce when the Preferred Option is ready for consultation in 2022.

A report of consultation will be published alongside the Preferred Option document. This will set out what comments were made and how they have informed the content of the Preferred Option document.

The Preferred Option document will be made available for comment for a minimum of six weeks. If you wish to be notified of the opportunity comment on the Preferred Option document, or any subsequent stage, or just wish to be kept informed please let us know at bootleap@sefton.gov.uk

Appendix 1

Proposed Bootle Area Action Plan area

