

**Draft Local Plan Document -
Bootle Area Action Plan
(Preferred Options)**

June 2023

Contents

- 1. Introduction**
- 2. Understanding the Context**
- 3. Developing the Vision & Objectives of the Plan**
- 4. Spatial Strategy Key Diagram**
- 5. Policies**
 - BAAP1 Design**
 - BAAP2 Best Use of Resources**
 - BAAP3 Bootle Central Area**
 - BAAP4 Bootle Town Centre**
 - BAAP5 Bootle Office Quarter**
 - BAAP6 Civic and Education Quarter**
 - BAAP7 Local Shopping Parades**
 - BAAP8 Getting Around**
 - BAAP9 Nature**
 - BAAP10 Healthy Bootle**
 - BAAP11 Parks, Public Open Space and Playing Fields**
 - BAAP12 Employment Land Provision**
 - BAAP13 Protection of Employment Land**
 - BAAP14 Limiting the Impact of Industry on Residents**
 - BAAP15 Securing Opportunities for Employment and Skills from New Development**
 - BAAP16 Housing Land Provision**
 - BAAP17 Affordable Housing and Housing Mix**
 - BAAP18 Housing for Older People and Supported Homes**
 - BAAP19 Conversions to Flats and Homes in Multiple Occupation**
 - BAAP20 Hawthorne Road/Canal Corridor Regeneration Opportunity Area**
 - BAAP21 Bootle Village Regeneration Opportunity Area**
 - BAAP22 Open land between Irlam Road and the Asda Store Regeneration Opportunity Area**
 - BAAP23 Coffee House Bridge Regeneration Opportunity Area**
 - BAAP24 Environmental Improvements**
- 6. Implementation and Monitoring**
 - Glossary**
 - Appendices**
 - Local Plan policies to be replaced by the Bootle AAP**
 - Long Shopping Parades and 'core areas' for Policy BAAP7**
 - Employment Sites**
 - Housing Sites**
 - Which objectives do the AAP policies help achieve**

How to Comment

Comments should be made in writing by either:

Post – Planning Policy Team, Ground Floor, Magdalen House, Trinity Road,
Bootle L20 3NJ

Email – BootleAAP@sefton.gov.uk

Further details can be found online at www.sefton.gov.uk/bootleap

Paper copies of this plan can be found at Bootle Library and at Magdalen
House

**Comments should be received by the Council no later than
[date to be confirmed]**

Introduction

Purpose

1. The Bootle Area Action Plan (AAP) is a planning policy document that will influence how planning decisions will be made in the wider Bootle area. The area includes Bootle and parts of Litherland and Seaforth that are south of Princess Way, Church Road and Dunningbridge Road. The AAP also will help direct and encourage the right kinds of development and investment into the area.
2. The AAP will set out policies that are specifically aimed towards the needs, issues and opportunities in the area. It will replace certain policies in the Sefton Local Plan, add a local dimension to other Local Plan policies and support others.
3. The area included in the AAP is shown below. A more detailed map can be viewed at www.sefton.gov.uk/bootleaap. Note that the AAP area has been increased slightly from the previous consultation stage to include land to the west of Rimrose/Derby Road, but which is not within the operational port area. This is shown in the shaded area below.

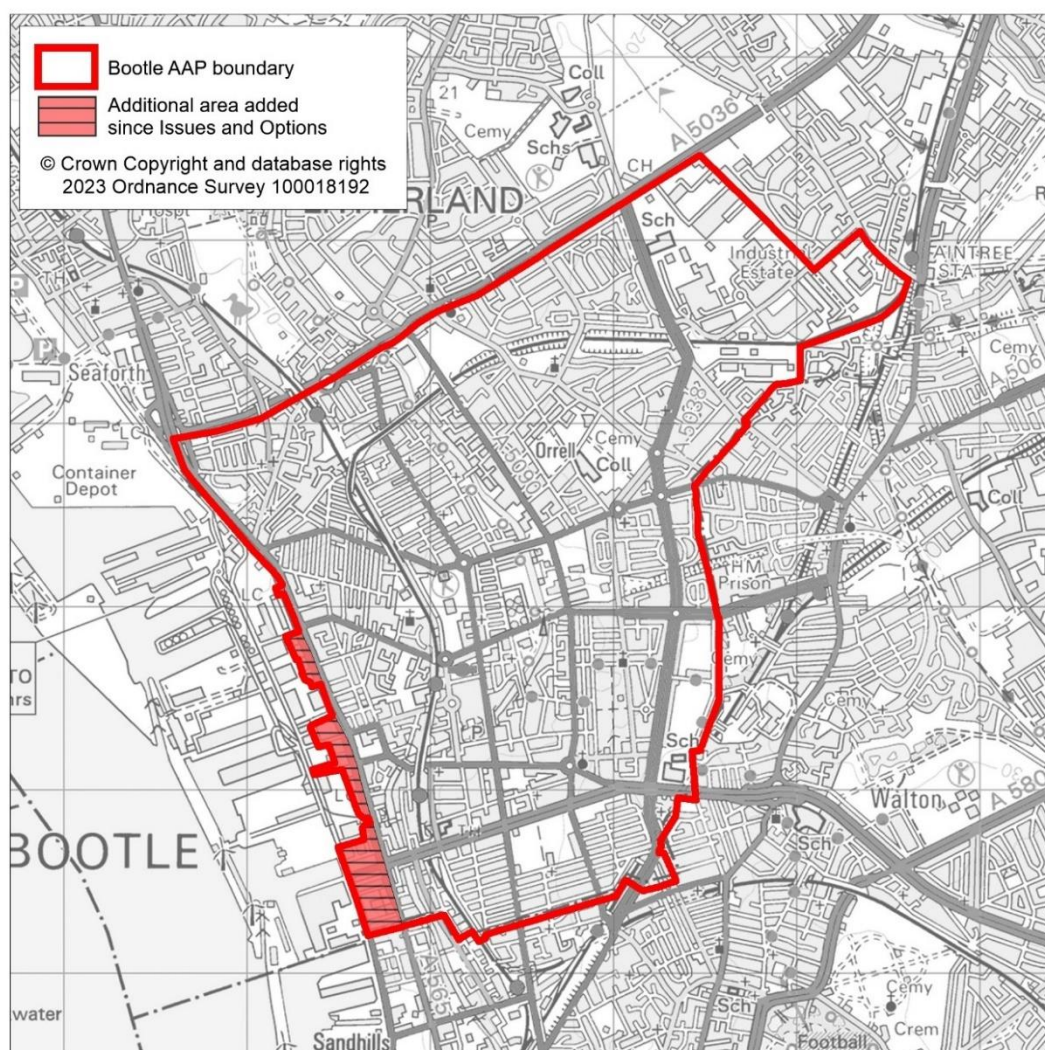


Figure 1 Bootle Area Action Plan area

4. The content of the Bootle AAP is produced with reference to the following:

- A reflection of the aspirations for the town as expressed in Council documents (for example Sefton’s 2030 vision, housing strategy, economic strategy), and
- Specific evidence and studies (for example Housing Assessments, Town centre health checks, health data), and
- Existing planning policy frameworks. All planning policies and decision making are made within the context of existing national and local planning policies and legislation.
- Feedback received through engagement with the people who live, work and invest in Bootle. This continues throughout the process of preparing the AAP.
- The need and ability to deliver identify projects (e.g. plans for the Strand).

5. This stage (known as the ‘Preferred Options’ stage) is the second document the Council have published for the Bootle AAP, the first being the consultation on the Issues and Options.

Previous engagement

6. Public engagement is a key part of the preparation of the AAP and helps decide what goes into the AAP and what the priorities are.

7. Public engagement is embedded throughout the plan preparation and includes the following formal stages:

Stage	Indicative dates
Issues and Options consultation	November 2021 to January 2022
Preferred Options consultation	July/August 2023 to September/October 2023
Publication	Spring 2024
Public Examination	Late 2024

8. The Issues and Options consultation began on Tuesday 9 November 2021 and ran to Monday 31 January 2022. The consultation was due to close Friday 7 January 2022, but was extended to run until Monday 31 January 2022 to allow more time for respondents to submit feedback. The consultation ran for 83 days in total, far exceeding the minimum requirements.

9. A detailed 12 page newsletter was issued to over 21,500 residential and 1,000 business properties located within the Bootle AAP area.

10. The leaflet was available on the Council’s webpages at <https://www.sefton.gov.uk/media/4865/bootle-aap-newsletter.pdf>

11. The leaflet was supported by a social media campaign, a newspaper advert in the Champion plus hundreds of emails to groups on the Council's planning policy database.

12. A total of five drop-in events were hosted in locations in Bootle. These sessions were staffed by members of the project team and provided an opportunity for residents and stakeholder to drop in and find out more about the AAP and provide comments. Additional targeted online workshops were also held.

13. A total of 77 items of feedback were received from local residents and stakeholders. Whilst the number of responses we received was low, many of them were quite detailed and provided a lot of feedback and ideas for the Bootle AAP.

14. A summary of the responses made during the previous engagement is provided in the Bootle AAP Issues and Options Consultation Report (March 2022). This is available at www.sefton.gov.uk/BootleAAP.

Current engagement

15. The Council will be running a public consultation on the Draft Bootle Area Action Plan between July/August 2023 and September/October 2023 (exact dates to be determined). The views of people who live, work and invest in Bootle will be sought and there will be a number of ways people can engage in the process.

16. Feedback on the draft will help the Council develop local policy responses that aim to address these challenges, whilst facilitating development and realising the opportunities presented.

Planning Policy Context

National Policy

17. The most recent revision to the National Planning Policy Framework (NPPF), published in July 2021, sets out Government's key planning policies for development within England. The key policy themes contained within the updated NPPF which are of relevance to the Civic Quarter AAP and any future planning applications are set out below:

Presumption in Favour of Sustainable Development

18. Central to the NPPF is the presumption in favour of sustainable development.

Delivering a Sufficient Supply of Homes

19. Paragraph 60 reiterates one of the main Government objectives: to boost the supply of homes. To do this, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with planning permission is developed without unnecessary delay.

Building a Strong, Competitive Economy

20. The NPPF confirms that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 81 states that "significant weight

should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”.

Promoting Healthy and Safe Communities

21. Paragraphs 92 and 93 of the NPPF state that planning policies should aim to achieve healthy, inclusive and safe places which “promote social interaction... are safe and accessible... [and] enable and support healthy lifestyles” as well as provide “the social, recreational and cultural facilities and services the community needs”.

Promoting Sustainable Transport

22. Chapter 9 of the NPPF confirms that transport issues should be considered from the earliest stages of plan-making and development proposals, so that a number of matters can be considered and addressed including to identify and pursue opportunities to promote walking, cycling and public transport.

Making Effective Use of Land

23. The NPPF puts great weight on planning policies and decisions promoting an effective use of land in meeting the need for homes and other uses. Paragraph 119 states that policies should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions

Achieving Well-Designed Places

24. Section 12 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Meeting the challenge of climate change

25. Paragraph 152 states that the planning system should support the transition to a low carbon future in a changing climate.

Conserving and Enhancing the Historic Environment

26. Paragraph 190 states that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

Liverpool Combined Authority Spatial Development Strategy

27. As part of its Devolution Deal with the Government, the Liverpool City Region Combined Authority (LCRCA) is creating 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.

28. The Combined Authority will be consulting on its draft SDS will be undertaken later this year.

Local Policies

29. 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.

30. The Sefton Local Plan includes a whole range of policies that impact on development in Bootle. The Local Plan includes detailed policies on:

- Meeting housing and employment needs (Policy MN1)
- The Port and Maritime Zone (Policy ED1)
- Retail and Town Centre Uses (Policy ED2)
- Existing Employment Areas (Policy ED3)
- Affordable Housing (Policy HC1)
- Houses in Multiple Occupation (Policy HC4)
- Infrastructure and Developer Contributions (Policy IN1)
- Transport (Policy IN2)
- Waste (Policy IN3)
- Healthy Sefton (Policy EQ1)
- Design (Policy EQ2)
- Accessibility (Policy EQ3)
- Pollution and Hazards (Policy EQ4)
- Air Quality (Policy EQ5)
- Contaminated Land (Policy EQ6)
- Energy Efficient and Low Carbon Design (Policy EQ7)
- Flood Risk (Policy EQ8)
- Provision of Public Open Space, Strategic Paths and Trees (Policy EQ9)
- Food and Drink (Policy EQ10)
- Natural Assets (Policy NH1)
- Protection of Open Space (Policy NH5)
- Heritage Assets (Policies NH9-15)

31. The Bootle Area Action Plan will review these policies and, in some cases, will replace them, in whole or in part. Appendix A sets out which Local Plan policies will be replaced by the Bootle AAP.

32. The **Bootle Town Centre Investment Framework** was approved by Sefton Council 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.

33. The **Sefton Economic Strategy (October 2022)** 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.

34. These themes are supported by seven broad action areas:

- Development and Infrastructure
- Business Growth and Enterprise
- Inward Investment
- Education and Employment
- Reconfiguring Public Services
- Generating New Finance
- Promoting Sefton

35. The **Sefton Growth and Strategic Investment programme** (updated April 2022) sets out ambitious aims for redevelopment in the centre of Bootle and particularly on the canal side with new leisure and evening economy uses in the town centre.

36. Funding in the March 2023 budget from the Government and from the Combined authority have confirmed this as a priority.

37. Over the period 2022 – 2027 the priorities for Sefton set out in the **Sefton Housing Strategy (April 2022)** will be:

- Driving up housing quality in communities and neighbourhoods;
- Meeting people's housing needs;
- Enabling people to live independently;
- Tackling barriers to obtaining suitable housing for the most vulnerable and ensuring equal access to housing services;
- Effectively utilising Council assets to support housing delivery

Neighbouring Authorities

38. Bootle sits at the southern end of the borough, adjacent to the City of Liverpool. Whilst the Bootle AAP will sit within a broader framework of borough-wide policies and strategies for Sefton, it will also need to have regard to programmes and policies taking place in Liverpool, particularly north Liverpool.

39. 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.

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

41. The Liverpool Local Plan was adopted in January 2022 and the Bootle AAP will be in conflict with its objectives.

Understanding the Context

42. The Bootle Area Action Plan area is 833.5 ha which is 5.38% of the area of Sefton. The area contains about 15.9% of Sefton's population. There are 44,000 people in Bootle Area Action Plan area compared to 275,899 for Sefton as a whole¹. The figure shows the Bootle Area Action Plan area within the Sefton context and how it relates to Liverpool.

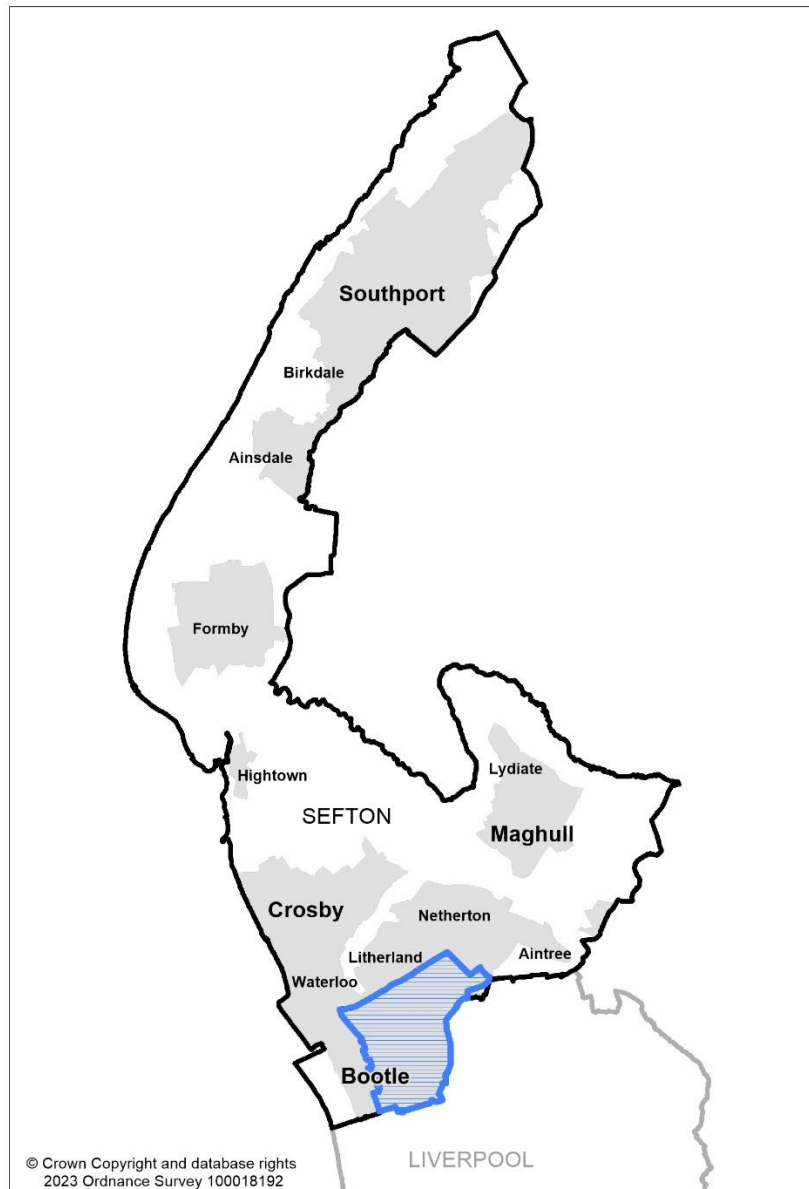


Figure 2 Bootle Area Action Plan within Sefton

43. The age structure of this population is broadly similar to that of North West England, but is a younger population than the rest of Sefton. There is a higher proportion of children under 16, and a lower proportion of over 50s (and notably over 75s) than in the rest of Sefton (2021 census).

¹ (based on mid 2020 Population estimates, area selected as a best match of 2011 Census Output Areas to the Bootle AAP area).

44. The population of Sefton has been declining for decades (8.8% loss between 1981 and 2011), with the decline tailing off and reversing in recent years. This is matched by the population of Bootle. The population of Bootle (the town rather than the AAP area) was over 80,000 in 1961 and by 2011 this had decreased to 51,394, a decline of 35% between 1961 and 2011. However, by 2021 the population had increased a little to 53,718 (census data).

45. Despite the trend of population loss, the number of households in Bootle increased by 8.8% between 1991 and 2021. This is a result of a reduction in average household sizes and reflects the national trend towards smaller household sizes. This is primarily driven by the increased number of single person households and smaller family units.

46. Bootle is one of the five main settlement areas in the Metropolitan Borough of Sefton, the others being Crosby, Formby, Maghull (Sefton East) and Southport. Bootle is located in the south of the borough of Sefton, bordering part of Liverpool with which it shares close economic, social, cultural and transport links and a largely maritime heritage. The wider Bootle settlement area includes Bootle (focused on the historic area of Bootle-cum-Linacre) which is the subject of this Action Area Plan; but also Orrell, Litherland, Netherton and Seaforth. However, this AAP only includes the core Bootle area plus parts of south Litherland and Seaforth.

47. Bootle Town centre is focused on the Bootle Strand, a shopping centre built at the end of the 1960s. South of this lies Bootle Office Quarter which includes late 20th and 21st century purpose built office blocks, civic buildings and Hugh Baird College.

48. Much of the Port of Liverpool freight docks are within Bootle, though outside the plan area. The port has significant control over development that takes place in its area under permitted development rights. The rest of the plan area is mainly residential in character with some pockets of industry, and is interspersed with public parks, the Leeds and Liverpool Canal and other open spaces, and shopping parades, schools and other services and facilities.

49. The health of the population of Bootle is generally poorer than that in Sefton as a whole, for example, in relation to heart disease, obesity, morbidity and mental health. There are also health inequalities within the plan area. Many people lead inactive lifestyles. Measured against national Indices of Multiple Deprivation (income, employment, education, health, crime, barriers to housing and services and living environment), all of the plan area is ranked within the 20% most deprived nationally, with much of the area in the 10% most deprived neighbourhoods nationally.

50. There is no hospital within the plan area, with the 'Accident and Emergency' and many services being provided at Aintree (Fazakerley) Hospital and the Royal Liverpool Hospital. There are 12 primary schools and 3 secondary schools in the plan area, although others outside the area will be used by residents within the area. Hugh Baird College provides further education including vocational and academic courses, including degrees. In recent

years Sefton Council has led the way in providing a number of apprenticeships in a range of service areas.

51. Bootle relies heavily on the service sector employment, particularly public administration, education and health. Bootle Strand is now owned 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 ways to inject some impetus into those regeneration plans. 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. This includes within the Office Quarter, Town Centre and local shopping parades.

History of Bootle

52. Bootle is thought to derive its name from the Anglo-Saxon word for a dwelling house, Bold or Botle. It was recorded in the Domesday Survey (1086) as Boltelai, in the 13th century as Botle, and in the 14th century as Botull, Bothull and Bothell. By the end of the 17th century, the Earl of Derby had taken ownership of Bootle, along with Linacre.

53. Yates & Perry's 1768 map of Liverpool shows the historic core of Bootle as a substantial enclosed area of land bounded by the present-day Merton Road/Oxford Road to the south, Litherland Road to the west, Waterworks Street to the north and Hawthorne Road/Derby Park to the east. The village of Linacre lay a little to the north, at the junction of the present-day Linacre Road and Linacre Lane.

54. The tithe map of 1839 shows Bootle to have been made up of clusters of enclosed crofts with a waterworks on the northern fringes (hence Waterworks Street), surrounded by open farmland. The Leeds and Liverpool Canal, completed in 1816, skirted the north-western side of the village.

55. The 1851 Ordnance Survey First Edition clearly shows Bootle as still a separate village bounded by the present-day Merton Road, Litherland Road, Waterworks Street and Hawthorne Road. However, its future as a centre for industry was already being mapped out: the Bootle Chemical Works lay just to the north of the village centre, whilst the Liverpool, Crosby & Southport Railway and the Liverpool, Blackburn & Accrington line of the Lancashire & Yorkshire Railway passed to either side.

56. The docks would grow to be a major part of Bootle's future, but, in 1851, only a few of them stretched this far north of Liverpool. Instead, there was a thick strip of waterside buildings from Liverpool Road (now Seaforth Road) down to Bankfield Street in Kirkdale. Roads already in existence in the mid 19th century show that great plans were afoot for Bootle. A large area south of the village had already been laid out by 1851, with a handful of roads named after Oxford colleges.

57. By the end of the 19th century, Bootle was in the midst of a huge phase of expansion, perhaps more than most other outlying parts of Liverpool at this time. The village itself had already been subsumed into the built-up area, although it remained close to the edge of the countryside. The areas to the north and south of Balliol Road had, by this time, been

developed with houses. Driving this expansion was the development of Bootle's docks: Canada Basin in 1859, Brocklebank Dock in 1862, Alexandra and Langton Docks in 1881, and the Gladstone Dock system from 1906 onwards. The 'Overhead' railway served the dock system from 1893 to 1956, Seaforth Sands being its northern terminus. In the second world war, Bootle's maritime role and metropolitan location resulted in extensive bomb damage, which paved the way for large scale, imaginative reconstruction.

58. In 1974, under the *Local Government Act 1972*, Bootle lost its county borough status and became part of the Metropolitan Borough of Sefton.

59. The 1960s to 1980s saw a significant loss of employment in the docks due to the mechanisation of the docks and resulted in a period of economic decline due to the loss of these jobs. During this time much port activity moved to the Seaforth Container Terminal, which included a Freeport until 2011. (The government has recently announced new Freeport proposals for the Liverpool City Region).

60. From the 1960s Bootle became home to major government offices, bringing new employment to the area. These included the Health and Safety Executive, HM Revenue and Customs in the Office Quarter next to the newly built New Strand shopping centre, and the Girobank (subsequently a major centre for Santander Bank). Since the late 1980s there has been a series of regeneration projects that have helped improve some of the housing stock and some employment development along Dunning's Bridge Road.

Environmental Legacy

61. Bootle is one of the most densely built-up parts of Sefton and has seen significant development and redevelopment for 150 years. Bootle's industrial past has left large tracts of contaminated and derelict land in areas that have low land values. This legacy requires investment to remediate vacant sites, overcome constraints and make them suitable for new development. Significant investment and redevelopment has already taken place, particularly associated with the former Housing Market Renewal initiative in the early 21st century.

62. Merseyside Waste Disposal Authority runs a public Household Waste Recycling Centre on Strand Road, and there are a number of privately-operated waste transfer, primary treatment, and re-processing sites including at Acorn Way and north of Farriers Way. Some sites have been subject to historic infilling or landfill, for example the former railway cutting running east-west from Southport Road to Strand Road. The densely-developed area and the high proportion of smaller terraced homes and relatively narrow streets makes it more difficult to find space for separating and storing waste.

63. Poor air quality in some parts of the area contributes to respiratory and other health problems for residents. The main concern is nitrogen dioxide and fine particulate emissions from road traffic, including from freight vehicles. The Council has declared four air quality management areas (AQMA's - for which air quality action plans are required) in the parts of Sefton which have poorest air quality. The Millers Bridge AQMA is entirely within the plan area. The Princess Way AQMA is partly within it.

Character Areas

64. Most of the plan area comprises terraced housing dating from before the First World War, mostly smaller terraces opening directly onto the pavement with larger terraced homes being in and around Derby Park Conservation Area and the Bedford Road area. However, there are substantial areas of interwar housing built by the Bootle Corporation, including around Marsh Lane, east of Southport Road, and in Netherton. 21st century housing is focused in the Housing Market Renewal Areas around Hawthorne Road and the canal, and Queens Road.

65. Whilst there is a mix of house types and tenures across most of Sefton, there is less choice in Bootle where there are more terraced houses, and more homes owned by housing associations or private landlords. The plan area has a considerably lower percentage of people owning their own homes than Sefton as a whole or the national average. In Linacre ward just over a third of homes are owner-occupied. In recent years there have been too many inappropriate and poor-quality conversions to flats and homes in multiple occupation in the Bootle area. These have affected residents' living conditions through noise, refuse and parking issues, and have begun to erode the character of local areas.

66. Sefton has declared a climate emergency and is working towards net zero carbon operations for the Council by 2030. However, most emissions come from existing homes and buildings. The majority of Bootle's buildings are older, meaning they are less energy efficient and may be challenging to insulate. Affordable warmth is therefore a concern. While carbon dioxide emissions have been decreasing nationally, much work is still needed to meet local and national commitments.

67. One of the most noticeable consequences of climate change is the increased instances and threat of flooding. While all of the Bootle Action Area Plan area is within Flood Zone 1, the area at lowest risk of tidal and river flooding, there is also a risk of surface water flooding and sewer flooding in some areas. For example, there was extensive surface water flooding around Seaforth Road and Riverside Close in 2010. While there may be some infiltration of surface water, Bootle has no watercourses or surface water bodies other than the canal. As a result almost all surface water discharges to combined sewers or flows out in Combined Sewer Overflows during times of flooding. The combined sewers mostly discharge to the main sewer which runs north-south broadly parallel to the coast to the Sandon Dock Wastewater Treatment Works. This is a 1990s enhancement to Bootle's sewerage network which was largely constructed around a century earlier. The canal and groundwater are other sources of flood risk.

Movement

68. In Sefton, over a quarter of households (26.4%) have no car or van, though in Bootle the rate is much higher, with as many as 50% of households without a car or van in some neighbourhoods. However, much of Sefton and Bootle has excellent public transport links.

Much of the urban area, including Bootle, Southport, Maghull and Crosby is well served by frequent bus services. Merseyrail runs a frequent rail service between Liverpool and Southport, which includes 13 stations in Sefton, three within the plan area at Bootle Oriel Road, Bootle Strand and Seaforth and Litherland, and between Liverpool and Ormskirk.

69. The densely-developed area and the high proportion of smaller terraced homes or homes on main roads makes it more difficult to find space for sustainable travel such as cycling or electric vehicle charging infrastructure as well as servicing. Despite good public transport links, many people still choose to travel to or through Bootle by car for commuting, adding to local congestion and affecting air quality. Major roads are also heavily used for freight, including to the Port of Liverpool. Some areas, communities and groups of people have restricted access to services and facilities. For example, access to health facilities is poor by public transport, an issue for many people in Sefton, especially at night or weekends.

Green Infrastructure (including Open Space)

70. The Bootle Area Action Plan area is entirely urban. It is one of the most densely built-up parts of Sefton. The vast majority of the plan area currently comprises occupied or previously developed land; the exception being parks and amenity open spaces, the Leeds and Liverpool Canal Corridor and other open spaces.

71. The larger parks date mainly from Victorian and Edwardian times and include South Park (and Centenary Gardens), North Park, Derby Park and Orrell Mount Park. Derby Park is on the national Register of Historic Parks and Gardens. North Park includes a 'skateboard park' and other community facilities. Neighbourhood parks include Bowersdale Park, Hapsford Park, Mellanear Park, Bootle Stadium, Poets Park and the Giro Park. Smaller local parks and open spaces include Longfield Road Playground, Marsh Lane Estate Field and Play Area, Seaforth Triangle, St Mary's Garden of Rest and William Henry Street Play Area. There are public playing fields at Stuart Road (also used by Hillside High School), and cricket pitches at Bootle Cricket Club. There are also a number of bowling greens throughout the area. There are two allotment sites, both close to the northern boundary of the plan area; Dunningbridge Road allotments and Gardner Avenue allotments. Other open spaces include the Leeds and Liverpool Canal and towpath, Bootle Cemetery which is located north of Linacre Road, school sites such as Hillside High School, Bedford Primary School, incidental green space and streets trees, for example along Stanley Road, Linacre Road and Bedford Road. Generally, however, the area has some of the lowest tree cover in Sefton, mostly less than 2.5%.

72. There are no designated nature sites in Bootle, although there is a designated Local Geological Site at Harris Drive and smaller areas of Priority Habitat, for example woodland Priority Habitat in Derby Park and Grassland Habitat along railway embankments. Some internationally designated sites are not far from the Area Action Plan area. These include Sefton Coast Special Area of Conservation, Ribble and Alt Estuaries SPA/Ramsar site and Mersey Narrows and North Wirral Foreshore SPA/Ramsar. These sites are also nationally designated as Sites of Special Scientific Interest. There are four sites subject to Tree

Preservation Orders (TPOs) in the plan area, one at Washington Parade and three within or next to Derby Park Conservation Area. Trees within the Conservation Area are also protected against felling and other tree works (similar to protection of TPOs).

Built Heritage

73. Bootle has a wealth of cultural and heritage assets befitting its maritime and industrial heritage and major period of growth (such as the historic dock system adjoining the plan area, and the Leeds and Liverpool Canal). The Bootle Village Conservation Area covers the areas which illustrate the growth and evolution of Bootle. This includes Christ Church, the whole of Derby Park and the surrounding Victorian terraces and villas, the site of the earliest industrial development of Bootle.

74. There are four Listed Buildings within the Conservation Area. Other Listed Buildings in the AAP area are mostly civic buildings (or former civic buildings such as the old 'Bootle Fire Station' on Strand Road), places of worship such as Linacre Methodist Mission on Linacre Road and the Church Of Our Lady Star Of The Sea, Church Road and public houses such as the Seaforth Arms Hotel.

Summary of Challenges

75. There are a number of challenges facing Bootle, which are reflected by many of the Issues identified in the Issues and Options Consultation document². Many of the challenges are the legacy of past periods of economic use. These include the dense pattern of terraced streets and older smaller homes and gardens. In general, these homes are less energy efficient, and have limited outdoor space and access. This means waste bin storage and collection, provision of domestic electric vehicle charging infrastructure, and enhanced walking and dedicated cycle routes is more challenging. Bootle's industrial past has left large tracts of contaminated and derelict land in areas that have low land values. This legacy requires investment to remediate vacant sites, overcome constraints and make them suitable for new development. Elsewhere, industrial sites are integrated within residential areas, which 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. The Port, too, and its associated activities, such as HGV traffic, has significant environmental impacts, including poor air quality.

76. The number of vacant homes in the Bootle area is high and can cause issues with anti-social behaviour (such as trespassing and vandalism) which can have a negative impact on a local area. Vacancy rates within Bootle Town Centre and local shopping parades, and within office accommodation in the Office Quarter are high, exacerbating a range of problems. At the same time, 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. Bootle, like many other areas, has an ageing population (although less pronounced than other parts of Sefton) and there is a higher proportion of

² See <https://www.sefton.gov.uk/media/4863/bootle-aap-issues-and-options-main-document.pdf>

residents with a limiting long-term illness. This has implications for the type and standards of future housing that is required.

77. 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. Existing and future communities must be supported by necessary and appropriate infrastructure and services. There is also a need to secure social value benefits and maximise opportunities for Bootle residents from new development. There are perceptions of high levels of crime and anti-social behavior. Fly-tipping and litter 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.

Summary of Issues the Bootle AAP needs to address

78. The issues which could be addressed by the Bootle AAP were identified in the Issues and Options Consultation document. It is considered these remain valid and have been used to generate the vision and objectives in the next section. The issues are:

- 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.
- The high level of empty office space in Bootle's Office Quarter, if left, will make it more difficult to improve the centre.
- 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.
- Protecting Bootle from the significant environmental impacts of the port and its associated activities.
- Ensuring social value benefits are secured and maximised for Bootle residents from new development.
- 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.
- 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.
- There have 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.
- Bootle, like many other areas, has an ageing population and there is 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.
- 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.

- 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.
- 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.
- Poor air quality affects some areas of Bootle and leads to poor health and a poor living environment.
- Bootle has to adapt to the challenges of climate change and opportunities to reduce and mitigate the effects of climate change should be addressed.
- 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.
- Bootle residents suffer from a higher health inequality than other parts of the borough, including higher rates of obesity.
- Bootle Town Centre is suffering from high vacancy levels as the way we shop and use services changes.
- 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.
- Existing and future communities must be supported by necessary and appropriate infrastructure and services.
- 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.
- 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.
- The Leeds and Liverpool canal is a major asset in Bootle and has the potential to help regenerate the town.
- 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.
- Bootle has 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.
- Fly-tipping and litter are a concern for many residents and are having a detrimental impact on the attractiveness and perception of Bootle to those who live in and visit town.
- 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.

Developing the Vision & Objectives of the Plan

79. The Issues and Options Consultation document stated that the vision and objectives would be set out at the next stage, taking account of representations made. It also suggested various topics for inclusion in the vision and objectives. These included:

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

80. Taking into account the above issues, which were broadly supported by those who made comments at the previous consultation stage, and to take account of the wider aspirations for Bootle within other strategies (see above), the draft vision for the Bootle AAP to 2040 and beyond is:

'By 2040 Bootle will be a place that provides a full range of opportunities to all its residents to live secure, fulfilling, healthy and supported lives. It will be a place that is open to business and provide land, facilities and infrastructure that is attractive to a range of high-quality employers particularly those that would benefit from Bootle's superb locational advantages.'

81. To deliver and support the overarching vision for the Bootle area, a number of high-level strategic objectives and opportunities have been identified.

Obj1	To meet the housing needs of Bootle’s residents in a way that is safe and secure including affordable and aspirational housing, homes for families, older people, and people with special needs
Obj2	To ensure new buildings are resource efficient to help reduce running costs and fuel poverty and to support the retrofitting of existing homes and buildings with energy efficiency measures
Obj3	To prevent the building and conversion of poor-quality houses, flats and homes in multiple occupation that fail to provide a suitable and secure homes or integrate with the community
Obj4	To ensure that existing and future residents have access to a wide range of easily accessible and high-quality services and facilities with all key facilities and services within a short, safe and attractive walk or cycle ride
Obj5	To make land, premises and infrastructure available for sustainable economic growth that enables Bootle to build upon its excellent location in the city region, on the coast and close to the motorway and rail network
Obj6	To provide good quality, secure jobs, training and business opportunities for Bootle’s residents
Obj7	To put measures in place to prevent, reduce and mitigate the harm that business and commercial activity can have on residential amenity and quality of life
Obj8	To improve Bootle Town Centre and the Strand shopping centre to consolidate its position as the main focus of shopping, leisure, cultural, community and other uses for Bootle’s residents and those in the wider area
Obj9	To bring back into beneficial use vacant land, homes, and buildings
Obj10	To protect and enhance green infrastructure and nature, including identifying locations for tree planting, landscaping and ecological improvements
Obj11	To make Bootle a healthier place to live and to provide an environment that enables residents to live a healthier lifestyle
Obj12	To set high standards of design for new buildings and spaces that complement and improve the places that make Bootle special and which help design out crime and anti-social behaviour
Obj13	To set standards in new development that help the Council meet its climate change responsibilities
Obj14	To identify, protect and, where appropriate, find suitable viable uses for Bootle’s valued built heritage.

Making the vision and objectives a reality

82. The vision and objectives above will be delivered through a range of policies set out in this plan. For each policy we will set out the objectives, from the list above, that the policy should achieve if implemented.

83. The policies which follow are articulated in a Spatial Strategy Key Diagram below. This shows the geographic proposals of some of the key policies in this AAP.

Spatial Strategy Key Diagram

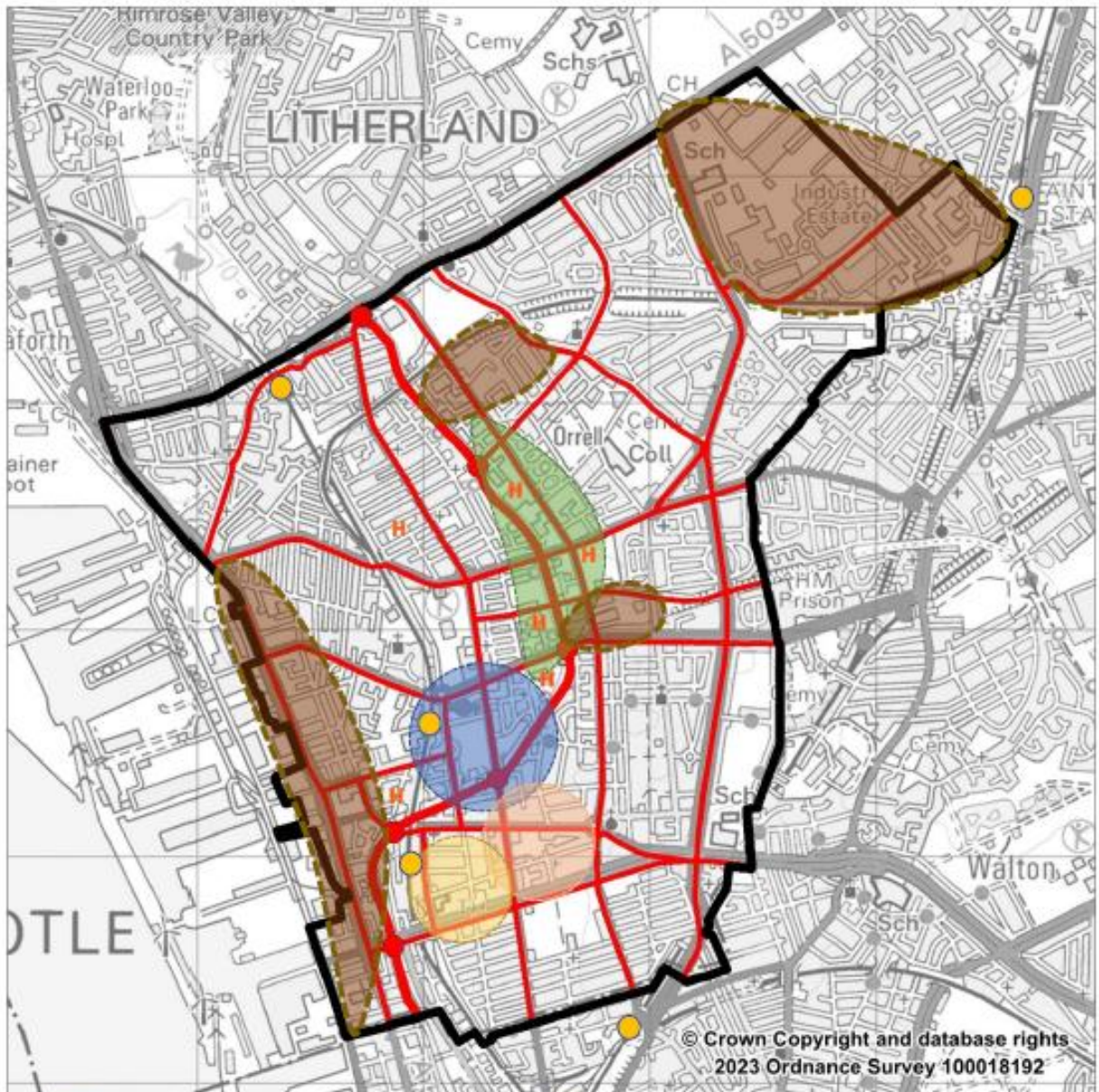


Figure 3 Spatial Strategy Key Diagram

Bootle Area Action Plan Policies

84. Planning policies are the key tool for implementing a vision and objectives for a plan. This section uses the information and context outlined earlier in this document and sets out policies that will seek to achieve the vision and objectives.

85. For each policy, we have provided a delivery section to show how we consider the policy can be achieved or managed. We have also indicated, in Appendix E, which of the plan objectives each policy would, if implemented, achieve.

86. To ensure that planning policies deliver on vision and objectives, it is important to regularly monitor and evaluate their effectiveness. For each policy, we have included at least one indicator that will be monitored annually to show progress on how effective the policy has been. This will assist when we review the plan, which we are required to do before it is 5 years old.

87. The policies are ordered as follows:

- Design and Best Use of Resources (policies BAAP1-2)
- Bootle Central Area (policies BAAP3-6)
- Local Shopping Parades (policy BAAP7)
- Getting Around (policy BAAP8)
- Nature (policy BAAP9)
- Healthy Bootle (policy BAAP10)
- Parks, Public Open Space and Playing Fields (policy BAAP11)
- Employment, Jobs and Training (policies BAAP12-15)
- Homes & Living (policies BAAP16-19)
- Regeneration Opportunity Areas (policies BAAP20-23)
- Environmental Improvements (policy BAAP24)

88. Several of the policies above are supported by site plans. These are provided in the report and a separate policy map. Once adopted, the policy map for the Bootle AAP will amend the Local Plan policy map.

Design and Best Use of Resources

89. Achieving good design in Bootle is about creating places, buildings, or spaces that reflect the best of local character, works well for everyone, promotes healthy active lifestyles, looks good, lasts well, and will adapt to the future needs of residents and businesses. High quality and inclusive design applies to all development - from small extensions to the largest development proposals.

BAAP1 Design

General

1. All development proposals in Bootle should accord with Policy EQ2 Design of the Sefton Local Plan, or any subsequent revision, and the government's National Design Guide.

2. In particular, new development in the Bootle AAP area should have regard to the area's character of higher density late Victorian and Edwardian homes with formal urban parks and an industrial and civic heritage.

3. Development proposals should make the most of Bootle's higher densities and good range of services and facilities within easy walking distance. Development proposals should have regard to lower-than-average car ownership in the area and the need to be accessible to those who will rely on public transport, walking and cycling.

4. Proposals should ensure that all public areas are overlooked and don't provide screened areas where anti-social activities can take place. Proposals should encourage active use in public areas to provide natural surveillance. Public areas should be well-lit and provide spaces for all people, however vulnerable, to use without fear for their safety or security.

5. Proposals should not result in areas of land that have no clear responsibility for its maintenance. Land should be within the curtilage of a development, part of the public highway or within a park. This is to avoid areas becoming unkempt and attractive to littering and fly-tipping.

6. Careful consideration must be given to the collection and storage of waste and recycling in new developments to avoid littering and fly-tipping. This is particularly important for new businesses that sell prepared food and drink.

7. Lower development values in the area should not be used to justify lower quality design and the Council will look at new development as an opportunity to raise design quality in the area.

8. Bootle has many distinctive heritage assets that reflect its past as a port and manufacturing centre and new development should take appropriate opportunities to identify and showcase these through the improvement of their setting or re-use.

9. For areas of substantial change, the Council will encourage landowners, in partnership with the Council and the community, to introduce a design code for the area in accordance with the Government's National Model Design Code guidance.

Canal Corridor

10. Many of the large key development sites in the area are adjacent or close to the Leeds and Liverpool Canal. Development proposals on these sites must adhere to the following key design principles:

- New development should promote movement to and along the canal for all.

- New public spaces next or close to the canal should be provided to allow public enjoyment of the canal, improve sense of arrival and access, to add interest to the streetscape and to provide opportunities for leisure activities.
- New development should face onto the canal and the height and massing of new development close to the canal side should be at a larger scale than the development and spaces elsewhere on the site.
- Development proposals should, where possible, protect and enhance remaining elements of the canal's industrial heritage and have regard to, in terms of style, scale and materials of new buildings, the heritage of the canal.

11. To support the redevelopment of sites alongside the canal corridor, the Council have produced a draft Design Code for the area. Development proposals on sites adjacent to the canal should adhere to the placemaking principles that are set out within the Design Code.

12. Development Proposals should be supported by a Design and Access Statement that makes clear reference to how the Design Code has been taken account of.

Development within existing residential areas

13. Development proposals for conversions and changes of use of residential homes, should retain and, where appropriate, seek to reinstate small scale details to properties including original decorative brickwork, boundary walls/gates/fences, bay windows, and chimney stacks.

14. Proposals for small infill sites in residential areas should match the form and scale of the adjacent properties and include features that draw positively on the local distinctiveness of the features and style of nearby homes.

15. For residential infill sites of fewer than 10 homes, the Council will give significant weight to a well-designed scheme that integrates well with the neighbouring properties even if the new homes do not accord with the current requirements for off road parking, private amenity space or distances between homes.

Explanation

90. The National Planning Policy Framework sets out that achieving high quality places and buildings is fundamental to the planning and development process. In January 2021 the government published its National Design Guide to provide greater clarity on how good design should be achieved through planning and development. The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. This includes identifying ten key characteristics of well-designed places. These are identified in the illustration below.

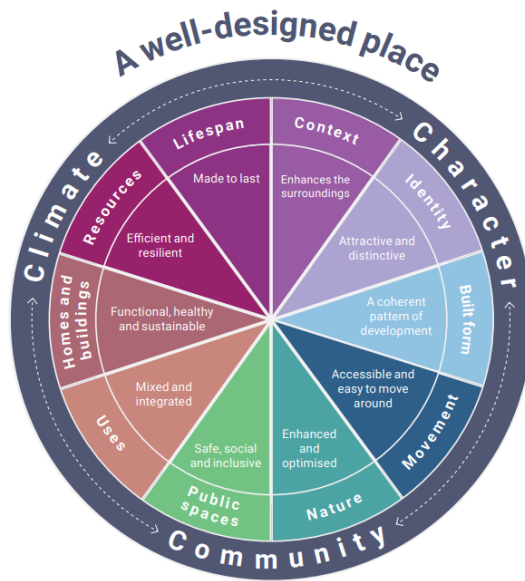


Figure 4 The ten characteristics of well-designed places, National Design Code (January 2021)

91. Proposals should respond positively to the character and form of their surroundings, in terms of density, size, layout, architecture, design and landscape. The context of a building may include any of the above, from the architectural detail of buildings to the general character of the area. Development proposals should seek to complement and enhance aspects of Bootle’s valued built heritage whilst improving or replacing elements of lower quality.

92. The purpose of the policy is to ensure that good design is achieved in all developments. Planning permission should be refused for development if poor design fails to take the opportunities available for improving the character and quality of the area. The policy seeks to build on existing policies at the local and national level to clarify the issues of particular importance in the Bootle area.

93. Bootle has many buildings and structures of historic and cultural importance. Many of these are listed, whilst others are identified as undesignated heritage assets. Local Plan policies NH9-15 set out how proposals for such assets should be addressed. However, there are other buildings and structures that are important to local people and may form part of their familial and social history. This policy encourages developers to consider how their proposals could identify and showcase all these assets to help use them in creating better designed and well-regarded places. Early public engagement is encouraged on all major schemes and other schemes that could impact a local heritage asset.

94. Certain parts of Bootle have a high prevalence of anti-social behaviour. Planning and development can only have a limited impact on this issue, particularly since it has such wide societal causes. However, there are design solutions that can help limit opportunities for certain types of anti-social behaviour, for example designing out hidden areas, areas being well lit and places and facilities that encourage areas to be well-used at all times of the day.

95. Bootle appears to have issues with littering and fly-tipping that are of significant concern to local residents. Whilst this is not a specific planning issue, the way that places are

designed can help reduce areas becoming untidy, traps for blown and dropped litter, and areas that attract fly-tipping. During the previous consultation stage, the problem of littering and fly-tipping was cited many times and the attractiveness of the town could be a barrier to future investment.

Delivery

96. In areas of change, we will encourage the use of site-specific design codes that are to be prepared in advance of an initial planning proposal. These are to be done with public engagement. Proposals within the canal corridor should be designed in accordance with the design code for the canal corridor produced and is available for public consultation alongside this draft plan.

97. All applicable development must provide a design and access statement. Within these, applicants must set out how the provisions of this policy, Local Plan policy EQ2 Design, the National Design Guide and any approved design codes for the area have been met.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number and location of Design Codes submitted and approved by the Council in the AAP area.

BAAP2 Best Use of Resources

1. Major development should incorporate measures to reduce greenhouse gas emissions where practicable, through one or more of the following:

- Making the most of natural solar gain through site and building layout and design.
- Energy efficiency measures, including for existing buildings.
- Use of low carbon, decentralised or renewable energy.

2. New build housing developments should seek to be water efficient by seeking to encourage water consumption to fewer than 110 litres per person per day.

3. Existing buildings should be re-used and retrofitted in preference to demolition and re-build unless it can be clearly demonstrated that loss of the buildings, through embedded carbon, is clearly outweighed by other factors. This is particularly important for buildings that contribute positively to Bootle's character. The provision of a more energy-efficient building should form part of the balance, but it is unlikely to be sufficient justification in itself.

4. Any development involving demolition and/or construction must implement measures to achieve the efficient use of resources, taking account of:

- Construction and demolition methods that minimise waste production and encourage re-use and recycling materials, as far as practicable on-site

- Designing out waste by using design principles and construction methods that prevent and minimise the use of resources and make provision for the use of high-quality building materials made from recycled and secondary sources
- Use of waste audits or site waste management plans (SWMP), where applicable, to monitor waste minimisation, recycling, management and disposal.

5. Evidence demonstrating the best use of resources must be submitted with all major development proposals.

Explanation

98. National Planning Policy Framework sets out that the planning system should support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

99. In July 2019 Sefton Council declared a Climate Emergency. In declaring a Climate Emergency, it was agreed that:

Sefton Council is committed to reducing carbon emissions and resolves to go further than the UK100 Agreement and to act in line with the scientific consensus that we must reduce emissions to net zero by 2030, and therefore commits to:

- *Make the Council's activities net-zero carbon by 2030.*
- *Ensure that all strategic decisions are in line with a shift to zero carbon by 2030.*
- *Achieve 100% clean energy across Sefton Council's full range of functions by 2030.*

100. Whilst this is primarily focussed on the Council's activities, there is a need to consider climate change and the use of resources through decisions on new development. Policy EQ7 of the Sefton Local Plan promotes energy efficiency and low carbon design. This requires that major development to include at least one measure to reduce greenhouse emissions. One of those measures was the provision of infrastructure for low emissions vehicle (e.g. electric vehicles). However, since June 2021 it has been a requirement through building regulations for electric vehicle charging points to be provided in new development. Therefore, Policy EQ7 of the Local Plan has been overtaken by events in that respect.

101. Therefore, this policy seeks to require major developments to incorporate measures to reduce greenhouse gas emissions in addition to the provision of electric vehicle charging points.

102. All new homes are required to have a water meter. Under Building Regulations (Part G), water consumption should be no greater than 125 litres per person per day. However, local authorities can adopt the optional minimum building standard of 110 litres per person per day in all new builds where there is a clear local need. As many of Bootle's residents

have a household income lower than the Sefton and national average, it is considered justified to seek to reduce ongoing utility costs.

103. Whilst the northwest of England is relatively cooler and wetter than other parts of the U.K. (e.g. South East), droughts are a natural feature of the region's climate. The instances of such events could become more prevalent in future years due to the impact of climate change. Therefore, to help support United Utilities Drought Plan (2022) it is considered reasonable to seek more water-efficient homes.

104. It is calculated that buildings contribute around 40% of greenhouse gas emissions worldwide. Whilst much of this is due to ongoing energy consumption from lighting, heating, cooling etc, a less obvious source of greenhouse gas emissions associated with buildings is from 'embodied carbon'.

105. Embodied carbon consists of all the greenhouse gas emissions associated with building construction, including those that arise from extracting, transporting, manufacturing, and installing building materials on site, as well as the operational and end-of-life emissions associated with those materials.

106. Planning permission may be required to demolish a building. This policy seeks to ensure that full consideration is given to the embedded carbon within a proposal to demolish a building as part of a redevelopment. Whilst the Council acknowledges that demolition and rebuild is the preferred approach on many occasions, it would like to see a careful assessment of the benefits and disadvantages of such an approach.

107. Furthermore, if demolition is accepted, there is a range of measures that can be employed to minimise the loss of reusable building materials from the site and reduce the amount of waste. These can either be used within the new development or elsewhere. This could be particularly important for saving important features and materials (e.g. bricks, stonework, tiles, gates, internal features) which could be used elsewhere to help protect Bootle's heritage.

Delivery

108. This will be primarily managed through the development management process, with proposals for major development having to demonstrate that they have explored measures to reduce greenhouse gas emissions. Similarly, proposals that seek to demolish buildings for redevelopment must clearly set out that the benefits of doing so clearly outweigh the loss of the building.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number of major schemes that include measures to reduce greenhouse gas emissions.
- Number of homes built with measures to enable water consumption to fewer than 110 litres per person per day

Bootle Central Area

109. Bootle contains the highest concentrations of deprivation in Sefton and has long been the focus for physical regeneration in the Borough. This policy aims to support the ongoing regeneration of Bootle Central Area, including securing new investment and improving the quality of the built environment, with the ambition that this will be a catalyst to the regeneration of the wider area.

BAAP3 Bootle Central Area

1. The Council is committed to the regeneration of Bootle, including both the redevelopment of derelict and vacant land and buildings throughout Bootle. The regeneration of the Bootle Central Area, as identified on the plan below, will be a catalyst for this regeneration and will be a significant focus of investment and redevelopment in the next 15 years.

2. The regeneration objectives for Bootle Central Area include:

- To create a transformed central area and Town Centre that is the focus of activity for the town and creates a place that residents, businesses are proud of (see Policy BAAP4)
- The development of the Strand Shopping Centre to provide a new focus for shopping, community, leisure and other uses (see Policy BAAP4)
- The refurbishment, re-use or redevelopment of vacant office blocks and other vacant /under-used land in the office quarter for appropriate new uses (see Policy BAAP5)
- The refurbishment and re-use of Listed and historic buildings in and around Bootle Town Hall (see Policy BAAP6)
- The enhancement and expansion of Hugh Baird College and its campuses (see BAAP6)
- To connect the various areas within Bootle Central Area together so that they function as a coherent whole that support and complement each other (see BAAP8)

3. The Council is currently undertaking a review of car parking in Bootle Central Area and the findings of this review will determine the level of parking provision that will need to be retained or provided to support the regeneration objectives for the area.

Explanation

110. The Bootle Central Area includes Bootle Town Centre, the office quarter and the civic and education quarter, including Hugh Baird College and other adjacent land and buildings.

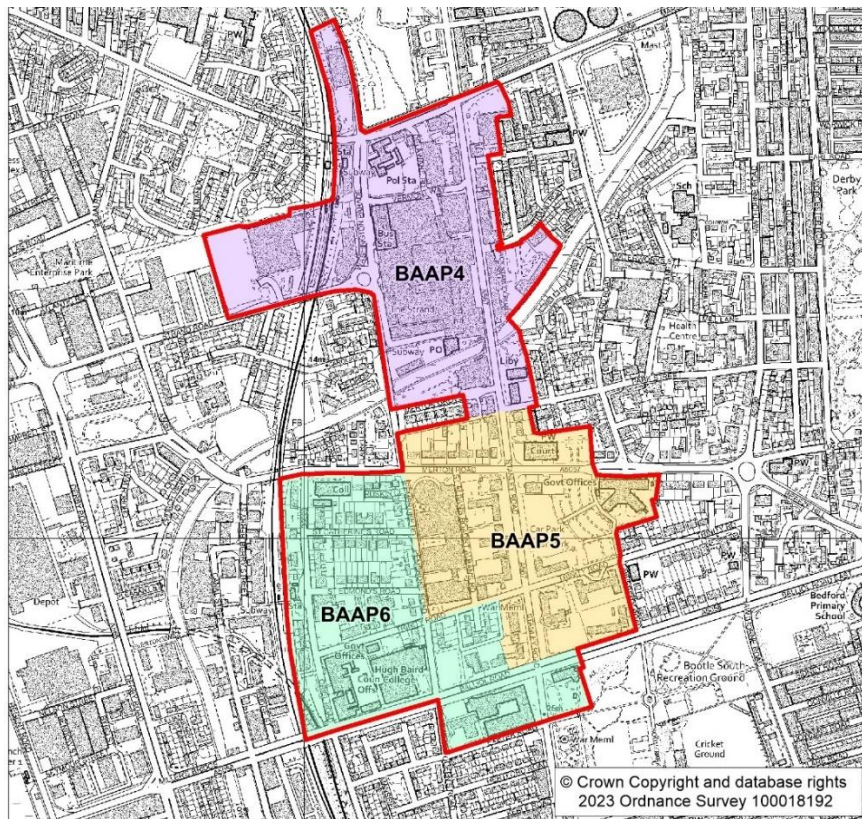


Figure 5 Bootle Central Area (red boundary) comprising the Town Centre (BAAP4), Office Quarter (BAAP5) and Civic and Education Quarter (BAAP6)

111. It is envisaged that Bootle Town Centre (including the Strand Shopping Centre) will remain the focus for retail development and other town centre uses, consistent with Local Plan Policy ED2 'Retail, Leisure and other Town Centre Uses'. The traditional 'Office Quarter' was mostly constructed in the 1960s and has largely functioned as a public sector office complex ever since. Some of the office blocks are now dated and vacant, and the demand from public sector occupiers has contracted.

112. The area around Oriel Road, Trinity Road and Balliol Road contains the historic cluster of civic buildings, including Bootle Town Hall. Whilst the Town Hall still retains a civic function and hosts many Council meetings and functions, the complex as a whole is significantly under-used, and the area does not attract much footfall with many people alighting at Bootle Oriel Road rail station and bypassing the area to other parts of the central Bootle area.

113. A major asset for the town is Hugh Baird College, which has grown its educational courses in recent years and is now considered the one of the best quality further education institutions in Merseyside. The college currently attracts over 7,000 students from all over the region and has ambitions to expand its facilities and educational offer.

Delivery

114. This will be implemented through a variety of interventions. These are set out in more detail under the delivery section of policies BAAP4, 5 and 6 below. In general terms,

significant development proposals will be consulted on widely in advance of planning applications being received.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- None (see BAAP4, 5 and 6 below)

BAAP4 Bootle Town Centre

1. Bootle Town Centre, as identified on the plan below, includes the Strand Shopping Centre, Stanley Road, sites to the west of Washington Parade (including an Asda and Aldi store) together with other sites in the immediate vicinity of these areas.

2. Bootle Town Centre will be the main focus for local convenience and comparison retail development and other uses appropriate for a town centre in the south of Sefton. Bootle Town Centre will remain a Town Centre within the retail hierarchy as set in the Sefton Local Plan (Policy ED2).

3. The Primary Shopping Area, which is part of the retail hierarchy applied in Local Plan Policy ED2, is shown on the plan below and remains to the same extent as in the Local Plan. Retail development should be focussed within the Primary Shopping areas. Non-retail town centre uses will be acceptable in the Primary Shopping Area so long as they do not undermine Bootle Strand Centre as a key retail centre. Residential development will only be acceptable on the upper floors in the Primary Shopping Area.

Bootle Strand Shopping Centre

4. Proposals for the redevelopment of the Bootle Strand Shopping Centre will be supported where they are consistent with a single detailed master plan, business plan or similar for the whole site which is approved by the Council.

5. The Masterplan, or similar, should include the following elements:

- Provide an enhanced retail offer in terms of quality of accommodation and choice for local people
- Create a canal side public space that is suitable for events/festivals
- Provide new quality public-realm and improve the existing public realm areas
- Provide space for a digital creative hub with high-tech flexible facilities for use by local people, community groups, education and businesses
- Provide for facilities/uses that encourage an evening and night-time economy (subject to maintaining acceptable living conditions for existing residents) increasing dwell time and visitor numbers
- Provide space for an integrated health and social care hub
- Contribute to an improved environment through excellent design standards.

6. To support the above, all Main Town Centre uses (as defined in the National Planning Policy Framework) will be acceptable in principle will within Bootle Strand subject to the centre retaining a core of retail uses. Residential uses on upper floors, will also be acceptable where these support the vitality and viability of Bootle Town Centre and the delivery of the Masterplan (or similar). Educational, medical or health services or community uses will also be acceptable if they support the delivery of the Masterplan (or similar).

Stanley Road

7. Stanley Road (between Merton Road and Marsh Lane) will continue to make a significant contribution to Bootle's role as a main Town Centre and proposals on Stanley Road must be complementary to the regeneration objectives for the Strand Shopping Centre. Specifically, proposals along Stanley Road should adhere to the following:

- Ground floor accommodation should be in active use within the following use classes:
 - E(a) Display or retail sale of goods, other than hot food
 - E(b) Sale of food and drink for consumption (mostly) on the premises
 - E(c) Provision of Financial services, Professional services (other than health or medical services), or other appropriate services in a commercial, business or service locality
 - E(d) Indoor sport, recreation or fitness
 - E(f) Provision of medical or health services
 - public houses, wine bars, or drinking establishments
 - drinking establishments with expanded food provision
 - Any other use suitable for a town centre location that will contribute to the vitality and viability of Bootle Town Centre.
- Residential uses and other suitable non-town centre uses will be encouraged on upper floors on Stanley Road subject to other policies in the Bootle Area Action Plan and Sefton Local Plan.
- Ensure the public highway provides safe and pleasant route for pedestrians and cyclists
- Contribute to an improved environment through excellent design standards

Other areas within the town centre

8. Retail development will be acceptable in the wider town centre, but outside the Primary Shopping Area, if the relevant sequential and impact tests have been passed. All other main town centre uses will be acceptable in the wider town centre. Non-town centre uses, including residential, will be permitted in the town centre (outside the Primary Shopping Area) if they support the vitality and viability of the Town Centre and the Council's vision for the centre.

Public Realm and Environmental Improvements in Bootle Town Centre

9. All new commercial development in Bootle Town Centre should contribute to the improvement of the public realm and the local environment in the town centre. This

should be done either through on-site improvements or through a proportionate financial contribution in lieu of on-site improvements.

Explanation

115. Bootle Town Centre, as identified on the Policy Map and below, will be the focus for shopping, leisure, cultural and community activity for Bootle and the wider area. The Council is committed to the regeneration of Bootle Town Centre, including the Strand Shopping Centre, and development within the centre must make a positive contribution to the regeneration of the wider Bootle area. Bootle, alongside Southport, will remain one of the two main town centres in Sefton in the retail hierarchy as set out in Local Plan policy ED2.

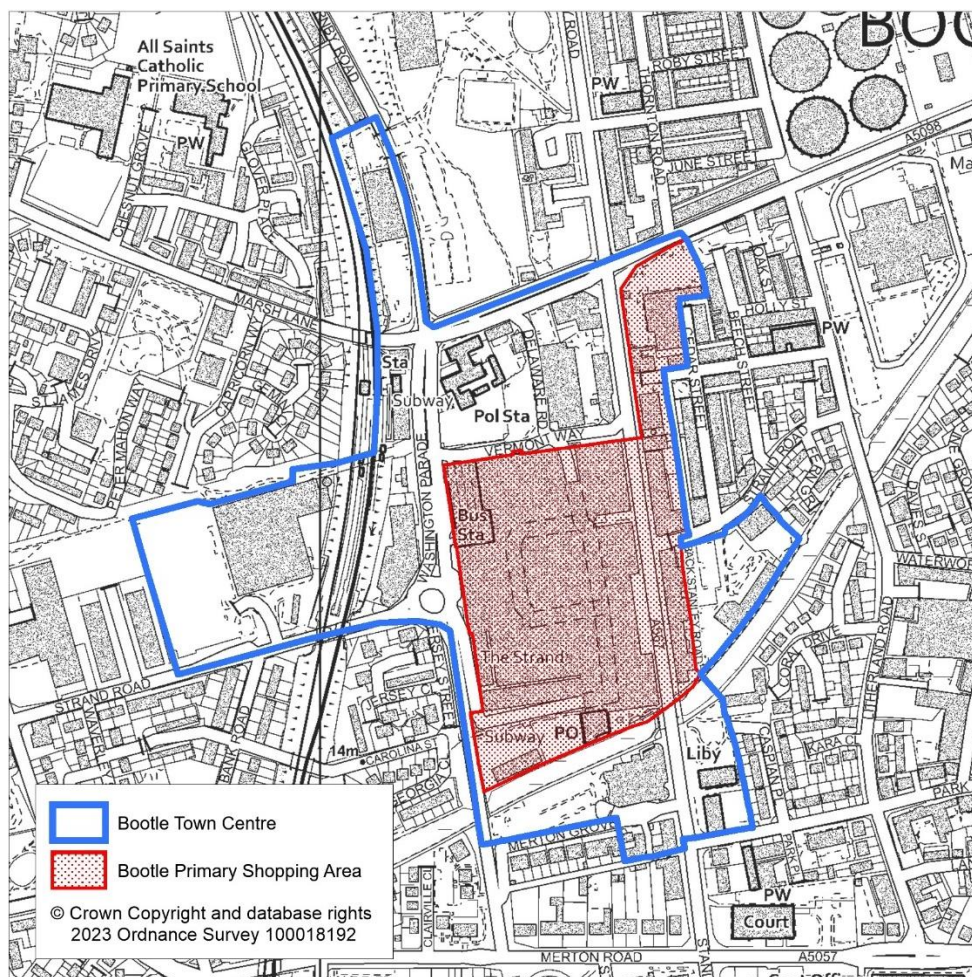


Figure 6 Bootle Town Centre and Primary Shopping Area

116. Bootle Strand Shopping Centre is located within Bootle Town Centre and has traditionally been the focus of shopping activity in the town since it was completed in 1968. Whilst shopping will continue to be a key activity in the shopping centre in the future, it is expected that activity will diversify in future years.



Figure 7 Bootle Town Centre, including the Strand Shopping Centre, viewed from the south east towards the River Mersey

117. In this regard, the Council have committed to the redevelopment of the centre and has commenced on plans for the centre. It is working in partnership with the Liverpool City Region Combined Authority, which has invested £500,000 from its Mayoral Towns Fund and £1.8m strategic investment funding in the Bootle Canalside project. The Council have developed a bold vision (below) for the future of the centre with additional green public spaces, and an exciting and more diverse offer from the Strand and the adjoining Canalside.

'The re-purposing of the Strand will catalyse development of a more sustainable and resilient town centre to provide improved opportunities for local communities, residents and businesses. It will raise pride and ambition of those in Bootle whilst improving perception and brand beyond Bootle.'

118. To support the redevelopment of the Strand, the Council have approved a business plan which sets out initial proposals for investment and change. The business plan was part of a submission to government for funding to implement the first phase of the re-purposing of the centre. In the March 2023 budget announcement, it was confirmed that £20 million has been allocated to the deliver the first phase of repurposing the Strand shopping centre and wider transformation of Bootle Town Centre.

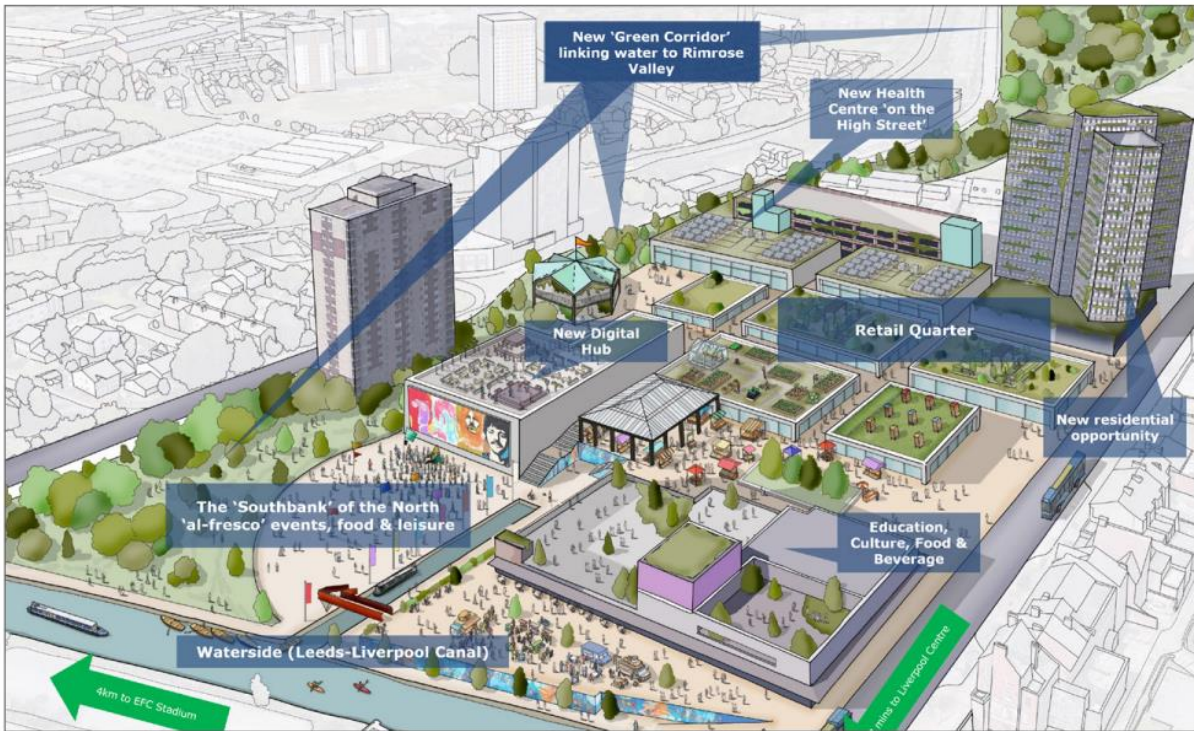


Figure 8 Indicative proposals for the re-purposing of the Strand in the Strand Business Plan

119. It is likely that the plans for the redevelopment of the centre will evolve in the coming years as market signals and needs change. These plans will be consulted on widely and will be influenced by the principles in the business plan which are reflected in this policy.

120. Stanley Road is the key route through the town and has been a focus of commercial activity since Bootle expanded during the late 19th century. Stanley Road runs alongside the eastern entrances of Bootle Strand Shopping Centre and commercial properties with smaller footprints than in the shopping centre. It therefore tends to attract independent stores, food and drink outlets and professional services. Outside of the Strand, it is not expected that significant change will occur to Stanley Road, but it will continue to be protected for uses that support the function of Bootle Town Centre as the focus retail, leisure and other main town centre uses.

121. Other parts of the town centre include land currently occupied by Aldi, Asda and Lidl supermarkets, Marsh Lane police station, Strand medical centre, Bootle Bus Station, Bootle Strand rail station, Stella Nova residential tower, Strand House, Bootle Investment Centre, Bootle One Stop Shop, The Triad, The Jollys Public House, Mainland House, the Salvation Army building, Bootle library, Castle Bingo plus some smaller scale commercial and residential properties. Any proposals in the Town Centre, but outside the Strand shopping centre, must show how they comply with the aspirations for the wider area.

Delivery

122. In 2017 Sefton Council purchased the Strand Shopping Centre and has since been developing plans for its regeneration. In January 2023 it approved a Business Plan for the period 2022/23 to 2024/25 setting out its vision for the centre and the early phases for

delivering on that. The Business Plan was part of a bid to government for funding as part of their Levelling Up Fund. Whilst not originally named in the original list of successful projects in January 2023, in the Spring budget in March 2023 it was announced that Sefton would receive £20 million for the first phase of repurposing the Strand shopping centre and the wider transformation of Bootle Town Centre.

123. The first phase will focus on the site adjacent to the canal.



Figure 9 Indicative Phase 1 Proposals for Bootle Strand

124. The funding for subsequent phases is expected to come from a combination of public and private sector investment and may include relevant bids for external funding depending on what opportunities are available. Updated business plans will be prepared and considered by the Council and these will set out in more detail how each phase will look and be delivered. To assist with this, the Liverpool City Region Combined Authority (CA) has committed to supporting the vision for the future of Bootle Town Centre, by awarding a further £2 million of funding to enable the Council to carry out further pre-development work to bring forward a full Business Case for future phases of the project.

125. All phases will be subject to individual planning applications and will be consulted on widely. Each phased application will be assessed individually and on how they help achieve the wider vision for the Bootle Town Centre in accordance with this policy.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Floorspace completed by development type (retail, leisure, commercial, cultural, community, health, education) in town centre.

BAAP5 Bootle Office Quarter

1. Bootle Office Quarter, as identified on the plan below, will continue to be the main location of office accommodation in Bootle Central Area but with flexibility of uses allowed on some sites to allow the area to diversify and become more vibrant.

2. The following large office buildings, as shown on the plan below, will be protected from conversion or redevelopment for alternative uses, subject to permitted development rights, to ensure that Bootle Office Quarter retains a reasonable supply of good quality office accommodation:

- St John's House (new), Merton Road
- Magdalen House, Trinity Road
- St Hugh's House, Stanley Road
- Redgrave Court, Merton Road
- Pinnacle House, Stanley Road

3. The South Magistrates Court, Merton Road, will be protected from conversion or redevelopment for alternative uses other than the current uses within Class F (Local Community and Learning) or offices.

4. Other uses on the above locations will only be permitted where:

- a. They are small scale or ancillary to the above uses, and would not prejudice the main use of the building as an office (or Class F in the case of the Magistrates Court)
- b. The building is currently entirely vacant and has been continuously and actively marketed for office uses (or Class F in the case of the Magistrates Court) for at least 2 years (starting from the date the site became vacant) at a reasonable market rate (i.e. rent or capital values) and it has been demonstrated in a formal marketing report that there is no reasonable prospect of the building being re-occupied for office use (or Class F in the case of the Magistrates Court)

5. The following existing and former office buildings and vacant sites:

- Former St John's House (site of)
- Balliol House (site of)
- St Peters and St Annes House, corner of Balliol Road and University Road
- Linacre House, Stanley Road
- Daniel House, Trinity Road
- St Martins House, Stanley Road
- Merton House, Stanley Road
- Former HSBC Bank Building, Stanley Road

will be suitable for renovation, conversion or redevelopment for the following uses subject to being compatible with the main function of the area as an office quarter and complementary to the function of the town centre immediately to the north:

- office
- residential

- education
- leisure/hotel
- community.

6. Retail uses will only be permitted in accordance with the application of a Retail Sequential and Impact Assessment set out in Local Plan policy ED2.

7. Any proposals for re-use or redevelopment of existing buildings and vacant sites must not have an unacceptable impact on the living conditions of nearby existing or permitted homes. Proposals for the conversion or redevelopment to residential must be consistent with other policies in this plan, existing and future Local Plan policies and supplementary guidance.

8. Proposals for the redevelopment of sites, either vacant or not, should be of a sufficient size, scale and density that are consistent with the surrounding area and take account of the accessible location. The design and quality of new and refurbished buildings must contribute to the Council's regeneration aspirations for the wider Bootle Central Area.

9. Proposals that include the loss of parking spaces in this area will only be acceptable if this is supported by a local assessment of parking that demonstrates that the parking spaces are surplus.

Explanation

126. The Bootle Office Quarter is located to the immediate south of Bootle Town Centre. It was planned and built in the 1960s to help secure regeneration and jobs in the area.

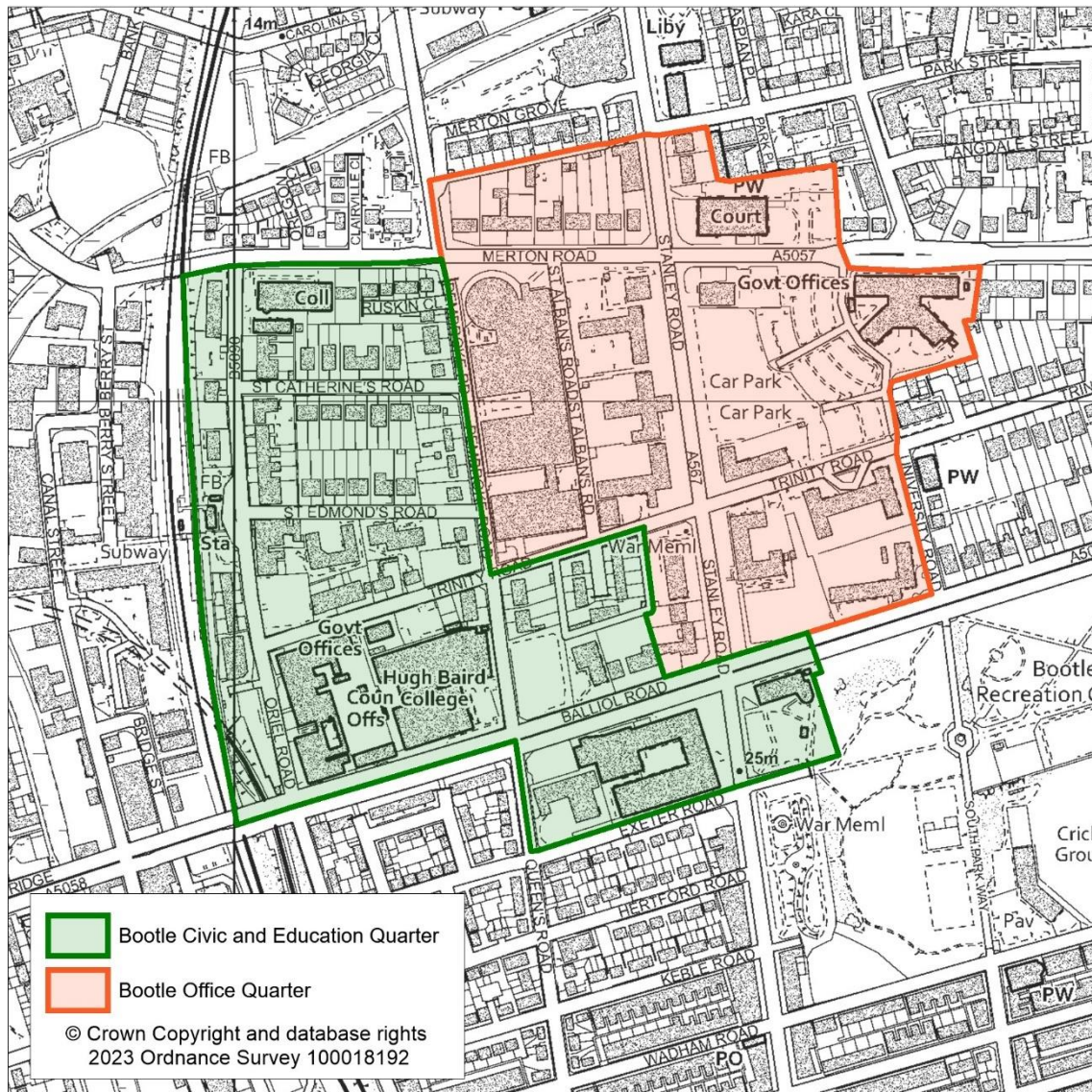


Figure 10 Bootle Office Quarter and Bootle Civic and Education Quarter

127. Traditionally, the offices were occupied by large public sector tenants and, whilst some of these remain, a number of have recently left or reduced their presence.

128. Many of the office buildings from the 1960s remain, whilst some have been renovated to modern standards. Others remain in poor condition. Several offices have been demolished and the land remains undeveloped and is used for car parking. Other buildings have recently been, or are in the process of being, converted to flats. In addition, there are a number of recent additions to the office accommodation, notably St John's House and Redgrave Court.

129. Although less extensive to what they had previously been, the office blocks have permitted development rights (Class MA of the General Permitted Development Order) to convert some of the space to residential accommodation. This is limited to a maximum floor space of 1,500m² so could be applied to just a few floors.

130. The Council and the Combined Authority for the Liverpool City Region are currently assessing their need for office and other employment land and accommodation. Initial findings from this work identify an over-supply of office floorspace in Sefton and the city region, but a need for floorspace in higher quality buildings/locations.

131. St John's House (new), Merton Road, was built approximately 20 years ago to replace the previous St John's House on a neighbouring site. It provides c8,000m² (86,500ft²) of floorspace and has been occupied by the HMRC who have a lease to 2024. HMRC are in process of relocating all their staff to Liverpool City Centre. The building is of good quality (grade B) and has around 280 parking spaces.

132. Magdalen House, Trinity Road, dates from the 1960s but was renovated in the past 15 years and is currently occupied by Sefton Council. It is in reasonably good condition (grade B/C), provides c7,500m² (80,000ft²) of floorspace and has approximately 80 car parking spaces.

133. St Hugh's House, Stanley Road, also dates from the 1960s and was also renovated in the past 15 years. It is classed as being in good condition (Grade B) and provides c 4,000m² (42,200ft²) of floorspace of which c450m² is currently vacant (as of March 2023). The site provides 52 car parking spaces.

134. Redgrave Court, Merton Road was opened in 2006 and is mainly occupied by the Health and Safety Executive and Office for Nuclear Regulation. The building houses around 2,000 staff and, whilst not officially a Government Hub, it also provides accommodation for 7 other government departments. The buildings contain c21,500m² (231,000ft²) of office space, making it the largest office building in the office quarter. A large multi storey car park is also provided at the south end of the site. The building is in good condition (Grade B) and the current agreement is for the Health and Safety Executive to occupy the premises to 2032.

135. Pinnacle House, Stanley Road, is a former Welsh Calvinistic Methodist Church (Chapel) building, which was closed in 1996 when it was converted to offices. It was occupied by Sefton Council to 2016 but has since been the national office of the solicitors, DPP Law. It appears well used and in good condition. The site includes a small area of parking to the rear.

136. South Sefton Magistrates Court was purpose built in the 1990s and continues to be used for this purpose. It has c2,000m² (22,000ft²) of floorspace and an area of parking to the side and rear. The condition of the building is unknown.

137. The 0.75ha site of the former St John's House lies between the Merton Hotel and St Hugh's House with a frontage to Stanley Road. St John's House was demolished in 2001 and has since been resurfaced and used for car parking accessed from Trinity Road. It also accommodates a car boot market every Sunday.

138. The 0.3ha site of the former Balliol House lies on the NE corner of Stanley Road and Balliol Road. Balliol House was demolished in 2011 and has since been resurfaced and used for car parking accessed from Trinity Road.

139. Linacre House, Stanley Road, was formerly occupied by the Department for Work and Pensions. It received Prior Notification Approval to convert into 62 flats in 2019. Whilst work on the conversion appears to have commenced, progress appears slow.

140. Daniel House, Trinity Road, dates from the 1960s and was recently converted into 180 flats. The building accommodates a restaurant on the top floor and has approximately 40 car parking spaces.

141. St Martins House, Stanley Road, also dates from the 1960s and lies immediately to the north of Daniel House. It contains c5,600m² (60,000ft²) of floorspace and is currently leased to Department for Work and Pensions. However, they currently only occupy part of the building. The site secured Prior Notification Approval to convert into 132 flats in 2021 but this has yet to be implemented. The building has c80 parking spaces to the rear.

142. Merton House, Stanley Road, also dates from the 1960s and lies immediately to the north of St Martin's House. It was most recently occupied by the South Sefton Clinical Commissioning Group but now the entire building, c7,600m² (82,000ft²) is vacant. The site secured Prior Notification Approval to convert into 149 flats in 2021 but this has yet to be implemented. The building has c115 parking spaces to the rear.

143. The former HSBC Bank Building, at the south west corner of Merton Road and Stanley Road has recently become vacant. It is a comparatively small building of c280m² and has a small area of parking to the rear.

Delivery

144. Initial engagement with relevant land and building owners will commence alongside the publication of this plan. Views on the flexibility of uses on the site will be explored and if alternative uses are to be considered the Council will consider the use of a Masterplan, depending on which site, or combination of sites, could be available. In any case, the Council will refer the proposed applicant to use the Council's pre-application process and to consult early with residents and other stakeholders before a full application is submitted.

145. The protection of the good quality office accommodation will be achieved through the planning application process, through which a marketing report will be rigorously appraised. The Council's Economic Development team will work with owners of office accommodation to assist in finding appropriate occupiers.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Floorspace completed by development type (office, residential, education) in office quarter.
- Vacant office space (m²) in office quarter

Civic Quarter

1. Proposals for the refurbishment and introduction of new uses to the Town Hall complex of buildings (as listed below) will be a priority during the plan period and will be supported where they are consistent with a single detailed masterplan for the site. Given the historic civic function of the buildings, and their importance to Bootle, the Masterplan should seek wide support through public and stakeholder engagement.

2. The key principles the Town Hall Complex Masterplan need to address are:

- The need to preserve and enhance the historic fabric and features of the buildings and their setting which contribute to their significance
- The primary purpose of the Town Hall for municipal services and functions be retained
- To bring back many of the buildings back into public use and be in keeping with their original purpose as civic buildings
- To increase activity with the buildings accommodating uses that attract people to the area and increase footfall between the complex and other parts of Bootle Central Area
- Increase permeability through the site, with the potential for a public square/courtyard at the rear of the buildings. This may include providing links through the site between Balliol and Trinity Roads and from Oriel Road to Hugh Baird's Pembroke Centre.
- To secure the long-term economic viability of the buildings and town hall complex to support their long-term maintenance
- To secure a new purpose for the complex of buildings and for them to be a source of local pride in the area

3. Other development proposals in the wider civic quarter (as identified on the plan below) should be compatible with the primary role as a residential area and should not undermine the principles for the Town Hall complex above. Any proposals for new residential development area should reflect the central and sustainable location of the area.

Education Quarter

4. Any proposals for new or expanded education buildings and facilities will be acceptable in principle in the education quarter (as identified in the plan above and the policy map) subject to other policies in the Area Action Plan and Sefton Local Plan. Other ancillary uses to the college, including retail uses connected with the primary educational use, will also be acceptable in principle.

5. Any proposals for new education buildings and facilities should have regard to the potential increased movement of pupils, staff and visitors between sites and the need to cross busy roads, particularly Balliol Road and Stanley Road. New or improved road crossing facilities may be required.

6. Any proposals for other uses in the education quarter (as identified on the plan below) should be compatible with its secondary role as a residential area and should not undermine the priority to secure education uses. Any proposals for new residential development should be of a size, scale and density that reflects the sustainable location of the area.

Explanation

146. The Civic and Education Quarter lies immediately to the south of Bootle Town Centre and is identified in the plan above and on the Policy Map. It predominantly includes the Town Hall and the adjacent historic civic buildings, buildings associated with Hugh Baird college, purpose built residential care homes and a number of residential properties, some of which have been converted to uses such as offices, care homes, flats and houses in multiple occupation.

Town Hall Complex

147. The Bootle Town Hall complex comprises five linked Grade II listed buildings dating from 1882 to 1905, and the whole complex occupies a site area of 0.9 hectares. The site is not within a designated conservation area but some of the buildings are on the Council 'Buildings at Risk' Register. The buildings comprise the following:

- Bootle Town Hall (1882), together with an extension to the east (1902)
- Former Bootle Free Library and Museum (1887)
- Former Bootle Public Baths frontage building (1888)
- Former Police Station and Courts (1891) and
- Former Post Office, (1905)

148. The buildings were interlinked and extended during the course of the 20th century in response to changing requirements, which in themselves were in part driven by reorganisations in local governance.

149. The complex has extensive built frontages to Trinity Road, Oriel Road and Balliol Road. To the rear there is a large open area, much of it the site of the former Public Baths, that is currently used for car parking.



Bootle Town Hall complex: key historic elements

- A Town Hall, 1882
- B Former Bootle Free Library and Museum, 1887
- C Former Bootle Baths, 1888
- D Former Police Station and Courts, 1891
- E Town Hall Extension, 1902
- F Former Post Office, 1905

Figure 11 Town Hall Complex, Source: Bootle Town Hall – Historic Building Assessment (March 2015) (Built Heritage Consultancy)

150. The Town Hall complex lies some 700m to the south west of Bootle’s retail core, and around 300m to the west of Stanley Road, a key route to and from Liverpool, and the location of much of the town’s 20th and 21st century commercial redevelopment. It is bounded to the west by the railway, the Merseyrail network, a commuter line which connects Bootle to Liverpool and Southport. Much of the land to the west of the railway is in industrial use, including scrap-metal processing and storage, often associated with the docks, which now solely handle freight services.

151. Much of the Town Hall complex is currently vacant, although the Town Hall building itself continues to have a municipal function and is one of the two locations (along with Southport Town Hall) for Sefton Council meetings and Coroner Services. The building also contains Council offices.

152. Despite the relative proximity of Bootle Town Centre and the Civic Quarter to each other, there is little relationship between the two and, for most of Bootle’s residents, there is little to attract them to visit the civic quarter.

153. Notwithstanding the issues identified above, the Council recognises the historic and cultural importance of the Town Hall complex to the people of Bootle. The Council also

recognises the significant regeneration benefits the improvement and re-use of these buildings could have, not just on the immediate area, but on the wider town if this is linked into the overall vision for the town. Any proposals must comply with Listed Building legislation and policy in addition to this policy.

Education Quarter

154. Much of the area around Balliol Road in Bootle is occupied by educational uses linked to Hugh Baird College. Hugh Baird College is a college and University Centre with several campuses in the South Sefton area. Three of those campuses are in the Education Quarter of Bootle. These are:

- Balliol Road Campus, Balliol Road
- Healthcare Campus, Oriel Road
- University Centre, Stanley Road

155. The original college building is the seven-storey block on the corner of Stanley Road and Balliol Road, with nearby L20 centre and the Pembroke Centre more recent additions. Hugh Baird have recently extended into the Winefride's Campus on Oriel Road which houses its Healthcare Campus.

156. Hugh Baird's Bootle accommodation supports 2,000 students and staff and these provide a significant benefit to the local economy. The college is important to the economic development and growth of Bootle and its residents and provides multiple pathways for educational attainment, often for those people who come from deprived backgrounds.

157. The Council understands that Hugh Baird College is currently reviewing its college campus plans as part of their existing estate is ageing and inflexible and not as well suited to the needs of modern education. There are ongoing discussions between the Council and the college to coordinate and support their future plans which will likely involve significant investment in current accommodation as well as potential new build.

Delivery

158. In advance of submitting planning proposals for the reuse of parts of the Town Hall complex, the Council will produce a Masterplan with public involvement. The Masterplan will set out the Council's vision and aspirations for the future use of the complex. It is intended that the Masterplan will be used to demonstrate a commitment to the improvement and re-use of the complex of buildings and be the basis of funding bids to bridge the viability gap that the proposals are likely to have. The Council are currently exploring potential high-level options to ascertain what the potential funding gap may be.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- New education floorspace completed in civic and education quarter.

- Floorspace in town hall complex reoccupied

Local Shopping Parades

BAAP7 Local Shopping Parades

General

1. The Local Shopping Parades identified in figure 12 below are protected for local shopping and service provision and are suitable for the Class E uses (i.e. Commercial, Business and Service uses).
2. Other uses will only be permitted if it can be demonstrated that they would complement the range of uses on the shopping parade, improve the general street scene, and would not harm the amenity of any nearby residents.
3. Converting the ground floors of units in shopping parades to residential will be unacceptable unless the premises were clearly designed originally as residential properties.
4. Residential uses on upper floors in shopping parades are likely to be acceptable in principle subject to other policies in this AAP and the Local Plan.

Consolidating longer shopping parades

5. Several of the longer shopping parades in the Bootle AAP are no longer an appropriate size for their current function. These are:
 - Hawthorne Road (south of Balliol Road)
 - Knowsley Road
 - Linacre Road
 - Marsh Lane
 - Seaforth Road
 - Stanley Road (south of Balliol Road)
6. For each of these parades, the Council have identified a core area that is protected for local shopping and service provision as set out in Part 1 of this policy.
7. The Council would support the redevelopment/remodelling of the 'non-core' areas (as identified in Appendix B) of the longer shopping parades above.
8. The redevelopment of the 'non-core' areas of these shopping parades should only be done on block by block or in a multi-block approach. Redevelopment of these 'non-core' areas could include proposals for entirely new residential blocks, other uses appropriate for a residential location, or a mix of both. Whilst the redevelopment of any block does not need to provide an active use on the ground floor, any new building should be designed to front onto the primary public highway.

9. The Council would also consider the retention and remodelling of the 'non-core' areas of these shopping parades block by block or in a multi-block approach. The remodelling of the blocks could include proposals for entirely new residential blocks, other uses appropriate for a residential location, or a mix of both. However, the remodelling of the blocks would only be acceptable if it was of a very high quality and innovative design and should be designed to face onto the primary public highway.

10. Subject to the exception above, proposals to convert ground floor units within a 'non-core' area to residential will be unacceptable unless the premises were clearly designed originally as residential properties.

11. Any proposals for the redevelopment or remodelling of the blocks in the non-core area should accord with other relevant policies in the Bootle AAP and the Sefton Local Plan.

12. In the absence of proposals for the redevelopment and remodelling or blocks in the 'non-core' areas of the longer shopping parades above, the Council will support proposals for new retail and service uses in line with the core areas.

13. Blocks within the core shopping parades can be redeveloped or remodelled but must provide sufficient commercial space to meet local shopping and service needs.

14. Plans of these parades, showing core and non-core areas, are provided at Appendix B of this document.

Explanation

159. For the purposes of this policy, a shopping parade is defined as a group of four or more consecutive retail units or four retail units in any six units (whether currently in retail use or not).

160. Local shopping parades provide an important range of convenience shops and services for the day-to-day needs of residents, particularly those that do not have access to a car or may be less mobile. However, it is recognised that many of the longer shopping parades, those over multiple blocks, provide too much commercial space for modern levels of demand. Often the units remain vacant and derelict or have been converted to uses that may be considered unsuitable. Many units on the longer shopping parades in the Bootle, Seaforth and Litherland areas have been converted to poor quality, poorly designed housing. To help address this, the Council have made an 'Article 4 direction' to remove the permitted development rights to convert these units from Class E use to residential. This is due to come into force on 7 February 2024.



Figure 12 Shopping Parades in Bootle

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161. It is proposed to protect all the local shopping parades in the Bootle AAP area from being lost to inappropriate uses. However, on a small number of the longer parades it is proposed to identify a core area for protection to provide local shops and services, with a more flexible approach to blocks outside these areas.

Delivery

162. The Council have introduced an Article 4 Direction to enable it to better manage the conversion of retail units into homes. The Council will engage with owners and occupiers of blocks in the longer shopping parades that are outside core areas to explore the potential for new uses or redevelopment opportunities.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number and % of vacant ground floor units in shopping parades

Getting Around

BAAP8 Getting Around

1. To improve accessibility in Bootle, new development must adhere to the following principles:

- Be designed to encourage walking and cycling both within, to and from the site
- Where appropriate, be supported by new services and facilities
- Protect and, where appropriate, secure funding towards the enhancement of essential services and facilities to reduce the need to travel by car
- Ensure the needs of all residents and users of services, spaces and buildings, including those with limited mobility, are met
- Ensure existing pedestrian and cycle paths are protected and where possible enhanced
- Ensure the safety of pedestrians, cyclists and all road users is not adversely affected
- Have regard to the Council's parking standards and the recommendations of Transport Assessment or Transport Statement.

2. To help support the easy, safe and pleasant movement of people by walking and cycling, on public transport and in the car, the Council have identified priority routes for protection and improvement within the AAP area. These are identified on the plan below. These routes provide, or could provide, the key network across and through the Bootle area for people travelling by all forms of transport.

3. The routes will be the focus for future investment for improving access for all through a range of measures which could include:

- Improvement of paths, pavements and towpaths for pedestrians and cyclists
- More and better-quality street furniture, including bins, seating, cycle racks, bus stops
- More trees and other and planting in appropriate areas
- Better signage for all users
- Improved crossing points
- Improved access for all to the canal towpath with clear information on its route and access/egress points.

4. Relevant priorities, identified above, will be secured direct through new development adjacent or close to these routes. The Council will also look to secure contributions towards environmental improvements (see Policy BAAP24). Other funding opportunities will be explored including as wider development projects.

5. The above measures will not undermine a key purpose of the road network for the movement of traffic or the loss of off- or on-street parking for residents.

Explanation

163. It is important that Bootle's residents should be able get easy access to homes, jobs, shops, recreation and services. This can be achieved through trying to ensure access by a

variety of types of transport. These include private cars, public transport (buses, trains and taxis), walking and cycling. Whilst most of Bootle has good public transport, the quality still varies across the town and access to safe walking and cycling can vary.

164. This is because the area has significantly lower levels of car ownership (see table below), and higher numbers of people with mobility issues and health problems than average. Well-designed developments that incorporate a choice of travel will benefit all residents and particularly those with limited mobility by enabling a higher quality of life, allowing better access to shops, services and jobs.

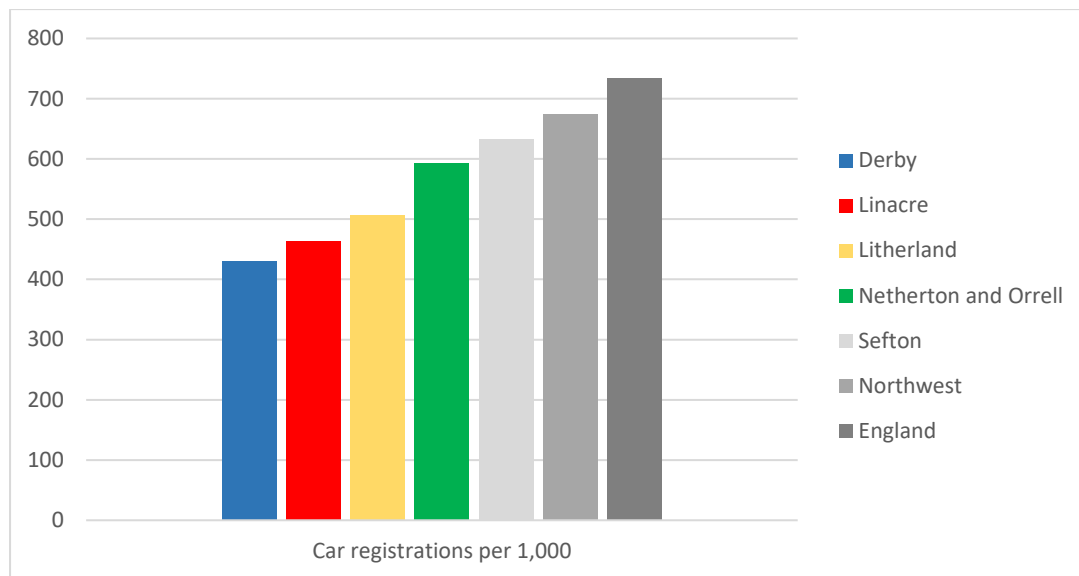


Figure 13 Car registrations per 1,000 of driving age (2019)

165. Development that is well integrated into local walking and cycling networks should improve the quality of health for residents by allowing them to be more active.

166. These requirements are to be considered alongside those set out in Local Plan policy EQ3 'Accessibility' and Supplementary Planning Document (SPD) 'Choice of Travel'. To determine whether a development is accessible for all forms of transport and so be able to identify potential improvements, it is often both desirable and necessary to carry out an Accessibility Assessment. When and how this should be done is set out in the Choice of Travel SPD. The SPD also provides guidance on undertaking an accessibility assessment (Transport Assessment or Transport Statement) and a Green Travel Plan.

167. Improving access to the canal towpath represents a real opportunity for Bootle as the canal provides a flat, traffic free route through communities and so should be accessible for cyclists, wheelchair users, pushchairs and buggies as well as people walking. The canal also links many outer communities in Bootle and beyond to Bootle centre and the shopping, retail, service, education, employment and entertainment opportunities there.

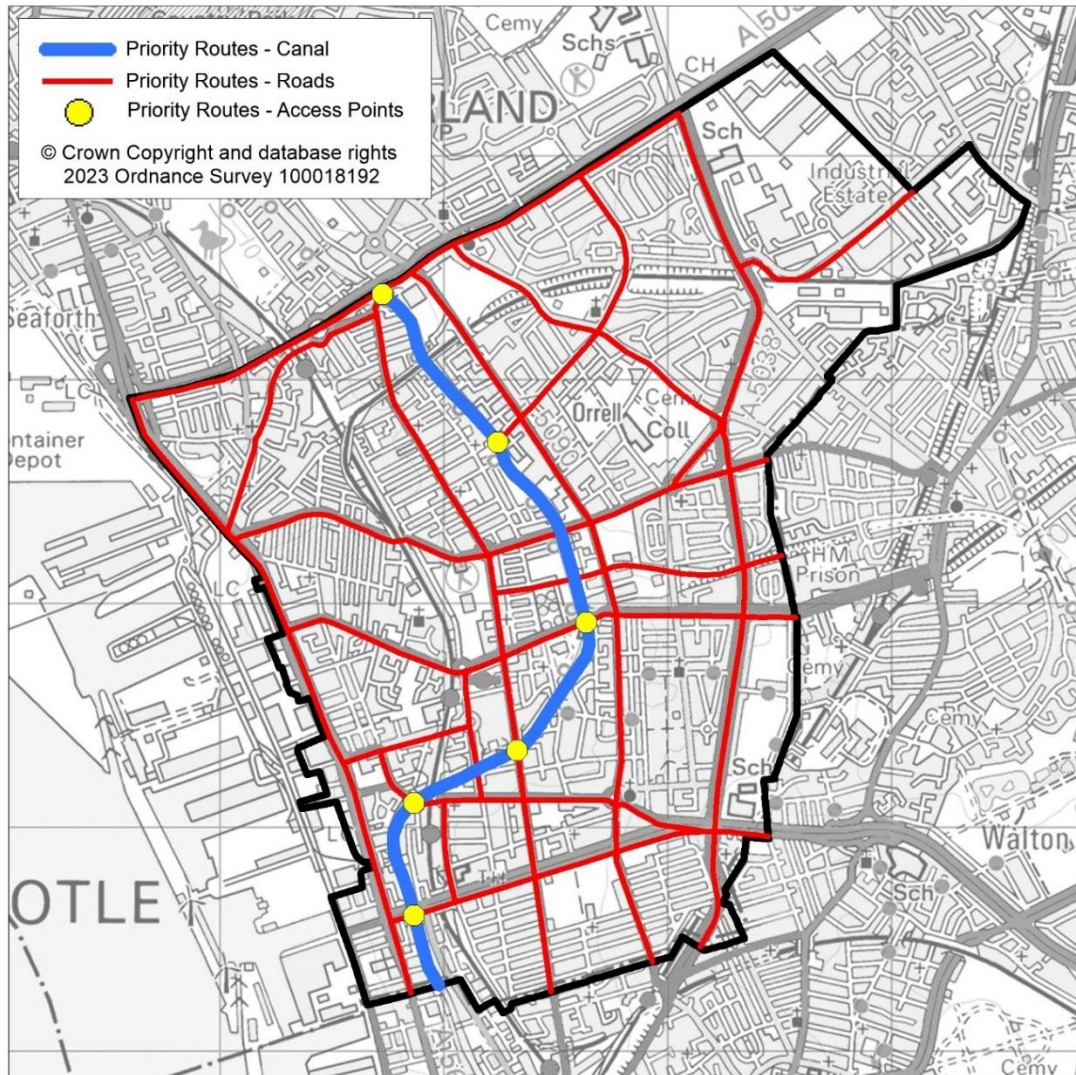


Figure 14 Proposed Priority Routes

168. Development that is close to the identified priority routes will be expected to contribute towards their improvement. This will be done on a proportionate basis, depending on the scale of the development, type of development and proximity to those routes, likely use of those routes and on the size and scale of development.

Delivery

169. This will primarily be managed through the development management process and each major proposal will have to be supported by a design and access statement. The Council will look for opportunities through major schemes to help improve access and movement through and from a proposal, with emphasis on improving and protecting the priority routes if appropriate. The Council’s Highways Team are currently exploring the potential schemes to improve walking within parts of Sefton and this will complement improvements that are secured through new development proposals.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Length of Priority Routes improved

Nature

BAAP9 Nature

1. From November 2023, all applicable major development proposals must demonstrate that they are meeting the legal requirements of the Environment Act 2021 regarding Biodiversity Net Gain. Small development proposals must do this by April 2024.
2. For all development proposals that do not have to provide Biodiversity Net Gain, due to its scale or if a development site has a zero or negligible baseline biodiversity, the Council will require developers to take opportunities for securing measurable net gains for biodiversity within the development. Particular opportunities to create and improve wildlife corridors and 'stepping stones' that connect existing and new areas of biodiversity value in the area should be taken.
3. All relevant development proposals must adhere to the Council's approach to the mitigation and management of recreation pressure on the internationally important nature sites on the Sefton Coast, in line with Local Plan Policy NH1 and NH2 and to meet the legal requirements set out in the Habitats Regulations.

Explanation

170. Biodiversity is essential for the well-being of our planet and access to nature has huge benefits to human health. However, the development of land often results in habitat being lost or becoming fragmented, which can lead to the decline of biodiversity. Biodiversity Net Gain (BNG) is an approach introduced through the Environment Act 2021 that aims to ensure that new development delivers an increase in biodiversity compared to what currently exists.

171. A key goal of biodiversity net gain is to achieve that gain within the development site. This includes avoiding any loss within the, mitigating any loss if it cannot be avoided, remediating any lost or damaged biodiversity within the site and as a last resort, compensating off-site for any loss within the site.

172. As a largely built-up town, Bootle does not have the same level of biodiversity and ecological assets than elsewhere in Sefton. Therefore, it is important to protect those areas of ecological value that we do have and to introduce new areas where appropriate within new developments.

Delivery

This will be implemented through the development management process.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Area improved through Biodiversity Net Gain

Health in Bootle

BAAP10 Healthy Bootle

1. Development should help maximise opportunities to improve quality of life to make it easier for people in Bootle to lead healthy, active lifestyles, by:

- i. Improving the choice of homes and providing a range of quality new homes that meet the needs of future occupiers (see Policies BAAP16 and 17)
- ii. Improving access to good quality jobs and training opportunities (see Policies BAAP12 and 15)
- iii. Making adequate provision for safe waste storage and recycling opportunities (see Policy BAAP1)
- iv. Protecting and securing investment in existing public areas, open spaces, parks, playing fields and the links between them, encouraging people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport (see Policy BAAP11)
- v. Using design solutions to minimise the opportunity for crime and reduce the fear of crime (see Policy BAAP1)
- vi. Managing the location and number of hot food takeaways other uses which have health impacts (see Local Plan Policy EQ10 and the supporting Supplementary Planning Document)
- vii. Having regard to accessibility of homes, education, jobs, public transport services, health and other services, recreational opportunities and community, cultural and leisure facilities (see Policy BAAP8)
- viii. Encouraging measures to achieve best use of resources and to maximise energy efficiency (see Policy BAAP2)
- ix. Managing air quality and pollution and restricting new homes and other developments where people spend time in areas with poor environmental quality (see Local Plan Policies EQ4 and 5).

Development proposals that meet the threshold in the table below must be accompanied by a Health Impact Assessment. This should include an analysis of how the above requirements have been addressed within the proposal.

Development	Threshold for HIA
Residential	30+ dwellings
Hotels, Residential Institution, General Industrial; Storage or Distribution; Commercial, Business and Service; Sui generis uses	Buildings of 1,000m ² or site area of 1 hectare or more

Explanation

173. Improving health and wellbeing is a corporate priority for Sefton, as set out in ‘Living Well in Sefton’ (Sefton’s Health and Wellbeing Strategy 2020-2025). The vision in this strategy is:

‘A confident and connected borough that offers the things we all need to start, live and age well, where everyone has a fair chance of a positive and healthier future.’

174. Addressing health and wellbeing issues is complex, and planning plays a role in helping to create a healthy Sefton, including Bootle. This policy sets out how development should contribute to the creation of healthy communities.

175. Overall, the main wards covered by the Bootle Area Action Plan have some of the highest levels of poor health within the Borough and the lowest levels of life expectancy³.

176. Based on current life expectancy at birth, both men and women residing in Bootle could expect to live less than the England average, including up to 8 years fewer in Linacre ward. Three of the 4 wards covered by the AAP (Derby, Litherland and Netherton & Orrell) have a higher prevalence of child obesity than the Sefton and national average. Hospital admissions and mortality rates are higher for adults in many parts of Bootle, particularly for respiratory and circulatory diseases. Cancer incidence is also higher amongst many residents in Bootle.

³ [Derby Ward Profile \(sefton.gov.uk\)](http://sefton.gov.uk), [Linacre Ward Profile \(sefton.gov.uk\)](http://sefton.gov.uk), [Linacre Ward Profile \(sefton.gov.uk\)](http://sefton.gov.uk), [Netherton & Orrell Ward Profile \(sefton.gov.uk\)](http://sefton.gov.uk)



Figure 15 Fast Food Outlets

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177. Given the health inequalities in much of Bootle, it is important to take the opportunities on large development proposals to fully assess the health implications from that development. It is therefore proposed to introduce a need for a Health Impact Assessment (HIA) to support certain major development schemes in the Bootle AAP area.

178. The International Association for Impact Assessment (2006⁴) defines a Health Impact Assessment as:

“A combination of procedures, methods and tools...that systematically judges the potential, and sometimes unintended, effects of a policy, programme or project on the health of a population and the distribution of those effects within the population and identifies appropriate actions to manage those effects. The method of undertaking a HIA may include desktop analysis of policy, area profiling of potentially affected communities, stakeholder consultation and impact analysis.”

179. Whilst there is no statutory requirement to undertake HIAs, they are increasingly recognised as making an important contribution towards establishing the potential impacts and benefits of a development, plan or policy. HIA's provide a systematic process which enables informed policy decisions to be made based on a validated assessment. HIAs are based on a social model of health and assess the potential impacts of a development, plan

⁴ International Association for Impact Assessment, 2006 adapted from 1999 ECHP definition.

or policy on the health of the population and the distribution of those effects within the population. HIA allows for an assessment of the impact on health inequalities, which are avoidable and unfair differences in health status between groups of people or communities (Public Health England, 201710).

Delivery

180. This will be done through the development management process which will give the Council an opportunity to assess the impact on local health outcomes. The Council will introduce an Information Note to assist applicants in undertaking a Health Impact Assessment.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number of Health Impact Assessments submitted and agreed

Parks, Public Open Space and Playing Fields

BAAP11 Parks, Public Open Space and Playing Fields

Protecting Existing Parks, Public Open Space and Playing Fields

1. All existing parks, open spaces and playing fields in the area, identified on the policy map, will be protected from new development except for development necessary for the continued use and improvement of the site for its current use.

Improving Links Between and to Parks, Public Open Space and Playing Fields

2. All major proposals should consider how access to nearby parks from the development can be created or improved. This could include:

- Creating safe, clear and attractive routes through the development that allows people to move through to existing services and facilities
- Providing safe, clear and attractive access onto the priority routes for getting around as set out in Policy BAAP8
- Contributing to the improvement of the priority routes for getting around in line with Policy BAAP24
- Including well-designed signage to direct residents or users of new development to nearest Parks, Public Open Space and Playing Fields.

Securing investment in existing Parks, Public Open Space and Playing Fields

3. There is no requirement to provide any new formal public open space areas within new development proposals in the AAP area.

4. All following types of development in the Bootle AAP should provide a proportionate contribution to environmental improvements in the local area, in line with Policy BAAP24, which will include investment in its parks, open spaces and playing fields.

- Residential developments (including conversions) that create 10 units or more
- Non-residential development where the floorspace created is 1,000m² or more

Explanation

181. Bootle is relatively well served by a network of parks, open spaces and playing fields. This is shown in the plan below. However, a number of these areas are in need in investment. Therefore, the priority in the Bootle AAP area is for investment in existing spaces rather than the provision of new public open spaces.

182. To achieve this, no new areas of public open space will be secured on new developments in Bootle and contributions towards improving existing open spaces will be prioritised.

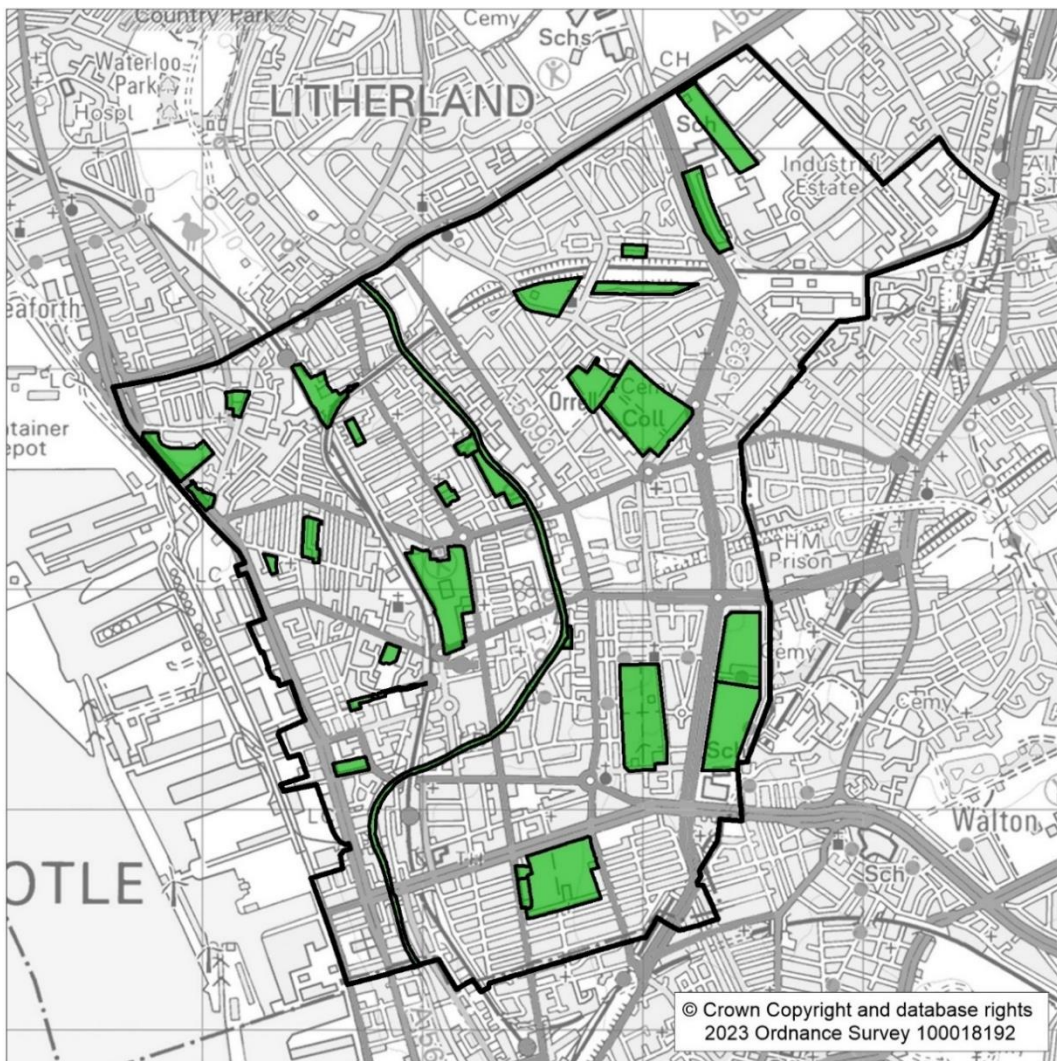


Figure 16 Open Spaces

Delivery

183. This will be secured through the development management process. The Council will publish an Environmental Improvements Strategy for Bootle if the policy to secure developer contributions for this purpose (policy BAAP24) is confirmed in the final AAP. This will be publicly available and will reflect local priorities.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Financial contributions secured for and expended on local parks and other areas of open space

Employment, Jobs and Training

184. Compared to other local authorities in the city region, Sefton has quite a low supply of and need for employment land. This reflects the fact that many parts of the borough provide suburban housing for residents who commute to work in Liverpool and elsewhere. However, in Sefton, Bootle does contain some key employment areas and will continue to be a location that can help support Sefton's economic growth.

BAAP12 Employment Land Provision

General industry

1. The following sites are designated as employment (general industry) areas in the Bootle AAP and are suitable for the following uses:

- B2 General Industrial
- B8 Storage and Distribution
- E(g)(iii) Industrial Processes

2. E(g)(i) 'Office' uses will only be acceptable in these locations if they are ancillary to the above uses. E(g)(ii) 'Research and development of products or processes' uses will be acceptable if it can be demonstrated that the specific nature of the proposal is more suited to a general industry area rather than a predominantly office area, or if it can be shown that there are no alternative and available sites in a more suitable area.

Site Ref	Site	Total Size	Available Land
BE1	Canal Street/Berry Street	17.2ha	1.14
BE2	Maritime Enterprise Park	12.7ha	0.413
BE3	Hawthorne Road/Aintree Road	5.1ha	0.329
BE4	Kingfisher/Orrell Mount	9.2ha	1.207

BE5	Land Between Regent Road and A565	20.7ha	0.978
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Plans for these sites are provided in Appendix C

Offices

3. The following site is designated as employment (office) areas (i.e. the ‘office quarter’) in the Bootle AAP and is suitable for the following uses:

- E(c)(iii) Other appropriate (financial or professional services) in a commercial, business or service locality
- E(g)(i) Offices to carry out any operational or administrative functions

4. E(g)(ii) ‘Research and development of products or processes’ uses will be acceptable if it can be demonstrated that the specific nature of the proposal is more suited to this area rather than a predominantly general industrial area, or if it can be shown that there are no alternative and available sites in a more suitable area.

Site Ref	Site	Size	Available
BE6	Bootle Office Quarter	13.5ha	1.49

5. Other, non-employment, uses will be acceptable for certain sites and buildings in the office quarter in accordance with Policy BAAP5. This policy protects the following for office use: Redgrave Court, Pinnacle House, St Hugh’s House, Magdalen House and St John’s House.

6. The amount of floorspace on the office quarter protected for office use is around 42,300m². Approximately 5% of the protected office space will be vacant and available once the HMRC leave in 2024.

General employment

7. The following sites are designated as employment (general employment) areas in the Bootle AAP and are suitable for the following uses:

- B2 General Industrial
- B8 Storage and Distribution
- E(g)(i) Offices to carry out any operational or administrative functions
- E(g)(ii) Research and development of products or processes
- E(g)(iii) Industrial Processes

8. Sites BE7 and BE8 are Strategic Employment Allocations in accordance with Sefton Local Plan policy MN2.

Site Ref	Site	Size	Available
BE7	Atlantic Park	19ha	17.7

BE8	Senate Business Park	13.3ha	8.98
BE9	Bridle Road	54.8ha	0

Plans for these sites are provided in Appendix C

General

9. It is estimated that within these areas, 32ha of vacant land or premises is available for redevelopment/reuses and would contribute land to Sefton’s employment land requirement. This excludes land and vacant premises in the office quarter which may be suitable for alternative uses (see BAAP5)

10. Policies BAAP5 and BAAP20, 21, 22 and 23 identify Regeneration Opportunity areas where a range of uses allowed is flexible and these could include appropriate employment uses. However, these sites have not been included in the Council’s supply of available employment land.

11. Furthermore, although not within the Bootle AAP area, the Port of Liverpool provides a significant source of employment land and jobs for both Sefton and the Liverpool City Region. Proposals in this location must be considered in line with Local Plan policy ED1 The Port and Maritime Zone, which remains in place.

Explanation

185. Traditionally Sefton has one the lowest amounts of employment land in the city, although much of this is in the Bootle (and Netherton) area (the other key area being Southport). The Sefton Local Plan made provision for a total of 81.6ha of employment land. More than half of this (54.8ha) was allocated within 5 strategic employment sites. Two of these, Atlantic Park and Senate Business Park, are within the Bootle AAP area and will remain allocated as strategic employment sites.

186. Canal Street/Berry Street industrial area (site BE1) is located to the west of Bootle, between the Leeds and Liverpool canal and the Liverpool-Southport rail line. It is long and narrow and runs from Merton Road to the border with Liverpool. It has been decided to remove a small part of the employment area as shown in the Sefton Local Plan, the scrap merchants’ site north of Merton Road, from this designated site and include it in the Regeneration Opportunity Area (see BAAP22). The area includes a range of different businesses but is largely focused on industrial uses. Buildings in the area range in age from the 1940s to the 1990s, with approximately half in reasonable condition and the remaining of poor quality.

187. The Maritime Enterprise Park (site BE2) is located to the east of the A565 in Bootle. It is a designated employment site within the Local Plan. It is spread over approximately 12.6ha and consists of a variety of buildings and occupiers. The main roads through the Enterprise Park are Atlas Road, Pacific Road, Vulcan Street, Irlam Road, Brook Road and Strand Road

(A5057). Irlam Road includes two significant employers, an American owned high-end window and door manufacturer and a Patient Support Systems manufacturer, which mainly exports goods overseas.

188. There are several landowners within the Enterprise Park. Occupiers include: a household waste recycling centre, several car dealerships, commercial equipment hire, a metal fabricator, a windows and conservatories provider, vehicle maintenance workshops, a construction company, a martial arts school, a plastics manufacturer, and a locksmith. There appears to be several vacant units within the Enterprise Park. Most of the environment is poor albeit with some better areas around newer units fronting the A565.

189. Hawthorne Road/Aintree Road employment area (site BE3) is part of the wider site around Hawthorne Road that is primarily in employment and associated uses. The site that is proposed for inclusion in the employment allocation lies to north of Aintree Road between the canal in west and to and across Fernhill Road in the east. It is bounded by the Council depot and Merton Car Dismantlers to the north. There is a mixture of uses within the area, many of which are linked to vehicles. There are a few small vacant sites/units within the employment area.

190. The Kingfisher/Orrell Mount employment area (site BE4) is located on either side of Hawthorne Road, just to the south of the Tesco Store, Litherland, and St Wilfrid's housing development. It consists of two distinct and separate business parks on either side of Hawthorne Road and a plot of vacant land to the north of the rail lines and adjacent to the Tesco Superstore. The Orrell Mount Business Park is located on the eastern side of the road. The buildings within the site are mostly from the 1950s / 1960s, although some buildings have been improved and modernised. Occupants include a safe provider, a signage and design company, and glass manufacturers and producers. To the west of Hawthorne Road is the Kingfisher Business Park. This is a purpose-built business park, constructed around 2000, and thus affords newer, better quality employment provision. There is a variety of occupiers including: tools providers, a catering company, a kitchen furniture provider, a building materials provider, a gym, and a drinks distributor.

191. Land between Regent Road and A565 (site BE5) is land primarily in employment use that is adjacent to but outside the operational Port area. It primarily includes land between Nelson Street and Dacre Street, plus other sites further north that front the A565 (i.e. Derby Road and Rimrose Road). This area includes a mix of uses, including businesses that benefit from being adjacent to the neighbouring Port and some retail uses that front the A565, including Go Outdoors. This area was not identified as separate employment site in the Sefton Local Plan but instead included as part of the Port and Maritime Zone in Sefton Local Plan policy ED1. Whilst employment uses that are not port related will be acceptable in principle, they must not compromise the Port or port-related activities in the wider Port and Maritime Zone (as identified on the Sefton Local Plan).

192. Bootle office quarter (site BE6) is covered in more detail in Policy BAAP5.

193. Atlantic Park (site BE7) is located off Dunningsbridge Road and has been partially developed, with three buildings, Alaska House, Atlantic House and Caspian House on the

site close to the Dunningbridge Road entrance. An existing large industrial unit, known as BigFt2, which is 19,500m² and currently vacant, is within the central part of the site. An application has been submitted (DC/2022/02039) to redevelop the frontage of Atlantic Park to provide two new industrial units of 4,994m² and 3,995m² respectively. This will require the demolition of Caspian House. A further planning application has also been submitted to redevelop the remaining part of Atlantic Park for 5 additional units that total 64,000m² floorspace. In total, the land that will be made available on Atlantic Park for employment development is 17.7ha (i.e the whole site except for Alaska House which is to be retained).

194. Senate Business Park (site BE8) is immediately to the south of Atlantic Park and is accessed off Bridle Road. Much of the northern part of the site is occupied by a large ten storey office complex dating from 1968 that was, until 2021, occupied by Santander. Santander had planned to replace the dated buildings with a new hub for 2,500 staff but subsequently decided to abandon those plans and vacate the site. This part of the site, which is approximately 9ha, is now available for redevelopment. The remainder of Senate Business Park was developed in 2017 for a large industrial unit.

195. Bridle Road (site BE9), which lies to the south and east of Atlantic Park and Senate Business Park, is an established mixed industrial estate. It contains various businesses including building material suppliers, food manufacturers and offices, including the Merseyside Fire and Rescue headquarters. It is mostly occupied although some parts of the state are vacant and available.

196. Each of the employment sites has different characteristics and profiles in the type of businesses that tend to occupy them. As such, it is considered more appropriate to specify the types of employment development that would be permitted in each area. This is to ensure that similar types of businesses, particularly those that can create noise and disturbance, are located together. It also will help to divert office development, which is a town centre use, to the centres, including Bootle. The most flexible approach has been given to Atlantic Park, Senate Business Park and Bridle Road as these are the largest and most prestigious employment areas in Sefton and have a history of having a mixed supply of employment uses.

Delivery

197. Uses permitted on Bootle's supply of employment land will be managed through the development management process. This will be monitored annually through the Council's Authority Management Report. The Council's Economic Development Team continue to work with developers and potential investors in Bootle and Sefton to see how their locational requirements can be accommodated. The Local Planning Authority offers a pre-application service to advise businesses and commercial investors if their proposals are likely to be acceptable.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- The amount of land (ha) available for employment
- The floorspace (m²) completed by employment type

BAAP13 Protection of Employment Land

1. Development on employment sites for uses other than those set out in BAAP12 above will only be permitted where:

a. They are small scale or ancillary to the above uses, and would not prejudice the operation of the existing and permitted uses within the Existing Employment Area, or

b. The land/premises are currently vacant and have been continuously and actively marketed for the permitted uses for at least 2 years (starting from the date the site became vacant) at a reasonable market rate (i.e. rent or capital values) and it has been demonstrated in a formal marketing report that there is no reasonable prospect of the site being used for the employment use identified in BAAP12. For the two Strategic Employment Sites (BE6 Atlantic Park and BE7 Senate Business Park) it will have to be demonstrated that the land/premises have been vacant for a period of 5 years.

2. This policy applies to all land and premises within employment sites, regardless of whether the current or most recent use was employment or not.

Explanation

198. This policy seeks to retain allocated employment land for appropriate employment uses, and to restrict non-specified employment uses or non-employment uses. These areas comprise the main established industrial estates and business parks in the Bootle and are an important resource for local businesses for the town but also for South Sefton. Given Sefton's relatively short supply of vacant and available employment land, the retention of these areas for employment is important.

199. This policy is similar in scope to Sefton Local Plan policy ED3, which looks to protect employment land. A key difference is that this policy proposes that land or premises must be vacant for 2 years rather than just 1 in the Sefton Local Plan. The reasons for this are the challenges the Council have encountered in securing new development on our employment land and that some of our employment land is being designated as Regeneration Opportunity Sites (see below). Whilst these sites may continue to be in employment use, it is accepted that this may result in an overall loss of available employment land. The Council therefore needs to better protect the remaining employment areas. In any case, it is considered that a two-year period is much more appropriate to account for the fluctuations in demand for employment land and premises caused by changes in the economy.

200. For the two strategic employment sites in the AAP area (BE6 Atlantic Park and BE7 Senate Business Park) we consider that a 5-year period for land or premises to be vacant a more suitable period given the strategic importance of these sites. This will help take account of economic cycles which will result in periods of low demand.

201. Premises that have become vacant that were last used for non-employment uses, such as leisure, will still be subject to this policy (subject to what can be done without planning permission) as this presents an opportunity to resecure the premises into a compatible employment use.

Delivery

202. This will be managed through the development management process where proposals on Bootle's employment areas will be robustly assessed to ensure that they are appropriate.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- The amount of employment land (ha)/floorspace (m²) lost to non-employment uses

Limiting the impact of Industry on Residents

BAAP14 Limiting the impact of Industry on Residents

1. Development within the existing employment areas must not significantly harm the amenity or health of any nearby residents (existing or future) due to:

- increased dust, noise, vibration, odour, or artificial light pollution, or
- pollution to the land, water (surface water and groundwater) and the air, or
- increased traffic, or
- design that provides poor outlook, or
- increased demand on local on-street parking spaces, or
- loss of trees, vegetation or valued green spaces, particularly that which currently screens employment uses from homes.

2. Any identified impacts on residents (significant or otherwise) from new or intensified uses on employment sites must be eliminated or reduced or mitigated to acceptable levels. The Council may seek financial contributions in line with Policy BAAP24 to secure local environmental improvements to help mitigate identified impacts on residents.

Explanation

203. Due to the way Bootle developed in the 19th century, many of the town's employment areas sit alongside its residential areas. Many of the older residential areas were built to provide a labour supply within a short distance of the places where people worked. However, this has often led to conflict between businesses and residents. This is true for the Port of Liverpool which is close to Bootle residents, and many of the smaller industrial areas within residential areas.

204. Policy BAAP12 above provides a flexible approach for some of the traditional industrial sites in Bootle, particularly along Hawthorne Road (see BAAP19). However, it is likely that industrial and other commercial activity will continue on these sites for some time. Whilst the Council do not wish to prevent these sites from being economically viable and support local jobs, this cannot be to the detriment of the health and living conditions of residents.

205. There are regulations other than planning which are designed to control pollution of soil, water and air and the risks posed by the storage and use of hazardous substances. The aim of this policy (and Local Plan policies EQ4, EQ5 and EQ6 which will remain in place) is to complement these statutory processes and to minimise the risk to health and the environment from new developments in Bootle. Development will not automatically be acceptable in planning terms simply because it meets other statutory requirements.

Delivery

206. Proposals for new employment uses, particularly those close to existing or proposed residential properties, will be rigorously assessed through the development management process. The Council’s Environmental Team is consulted on commercial schemes near homes and will ensure that the correct measures, if needed, are secured. If significant harm cannot be prevented, then the proposal will not be allowed.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number of type of employment proposals refused due to significant impact on residential amenity

Supporting Communities

BAAP15 Securing Opportunities for Employment and Skills from New Development			
1. Development proposals that meet the threshold in the table below must be accompanied by an Employment and Skills Plan.			
Use Class	Development	Threshold for Employment and Skills Plan	Scope of Employment and Skills Plan
C1, C2	Hotels, Residential Institution	Buildings of 1,000m2 or site area of 1 hectare or more	Construction phase and end use occupation
C3	Residential	30+ dwellings	Construction phase
B, E, Sui generis	General Industrial; Storage or Distribution; Commercial,	Buildings of 1,000m2 or site area of 1 hectare or more	Construction phase and end use occupation

	Business and Service; Sui generis uses		
<p>2. Further guidance on the scope, focus and content of the Employment and Skills Plan can be found in the ‘Social Value (Employment and Skills) in Development’ Supplementary Planning Document.</p>			

Explanation

207. The Council continues to seek new investment in the area. Both new businesses and the expansion of existing businesses are encouraged to provide local jobs. Large parts of Bootle are in the most deprived 10% neighbourhoods in the country according to the indices of multiple deprivation. In many parts of Bootle, there is a lower level of skills and qualifications and higher levels of worklessness and unemployment. This means that when work is available, some local residents may not have the appropriate skills to take up these opportunities.

208. This policy seeks to ensure that local people in Bootle are given a proper opportunity to access local jobs including getting appropriate training through new development.

209. The Social Value Supplementary Planning Document (SPD) sets out the details of how this policy is expected to be implemented.

210. Employment and Skills Plans should cover both the construction phase of all major residential and commercial development in Bootle, together with the end use occupation of all major commercial development. This may require developers to have internal protocols/agreements with the end-user (if known) in place to understand the end-use activities to be covered by the targets, actions and monitoring laid out within the plan. It would be expected that the end-user would be a party to the Employment and Skills Plan.

211. The Council will not accept attempts to artificially split or sub-divide developments so individual parts do not meet or exceed the thresholds set out within this policy or the SPD.

212. In addition to the requirement for an Employment and Skills plan set out above, we would strongly encourage applicants on smaller schemes to work with the Council to demonstrate they are maximising employment and skills outputs. They may choose to do this through a formal Employment and Skills Plan or a more informal Employment and Skills statement. These applicants will be invited to work with Sefton@work and Invest Sefton to produce these voluntary statements.

Delivery

213. This will be delivered through the development management process with the support of Sefton@work and Invest Sefton to ensure that job and training opportunities for local opportunities are maximised.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number of approved Employment and Skills Plans secured
- Number of jobs/training places to be provided in secured Employment and Skills Plans

Homes & Living

214. The Sefton Local Plan (April 2017) sets out the borough wide housing requirement of 11,520 between 2012-2030. This is expressed as 500 dwellings a year between 2012-2017 and 694 dwellings between 2017-2030. According to national guidance on plan making, once a Local Plan is more than 5 years old, a Council should use the Government's Standard Methodology for calculating housing needs for planning purposes. As of 2023, the annual housing requirement for Sefton using the Standard Methodology is 587 dwellings per year.

215. Bootle is one of the largest towns in Sefton and has traditionally provided a significant proportion of new homes in the borough. However, in recent years, due to supply and viability issues, the number of homes in other areas of Sefton (notably Maghull, Formby and Southport) have exceeded those permitted in Bootle. Whilst this is expected to continue, Bootle will still contribute a considerable number of homes to Sefton's total requirement.

BAAP16 Housing Land Provision

1. The area within the Bootle Area Action Plan area is estimated to contribute approximately 1,500 dwellings between 2023 and 2039 to Sefton's housing supply. This is expected to be provided from the following sources:
 - a. The housing allocations identified below (some of which have planning permission)
 - b. Other non-allocated sites with planning permission for housing development
 - c. Unanticipated or 'windfall' sites, including those within the Bootle Town Centre, Bootle Office Quarter and on Opportunity Sites

2. The following sites are allocated in the Bootle Area Action Plan for housing:

Site Ref.	Site	Site size	Indicative No. of dwellings
BH1	Peoples site, Linacre Lane, Bootle	2.9	110
BH2	Coffee House Bridge	2.1	85
BH3	Site of the former Bootle Gas Works	5.3	210
BH4	Site of Litherland House, Litherland Road	3.0	110

BH5	Site of the former Johnsons Cleaners Site	1.6	121
BH6	503-509 Hawthorne Road, Bootle	2.69	158
Total			794

Plans of the housing sites are provided at Appendix D

3. The following sites may include new housing as part of wider development proposals. These would be included within a windfall assessment if they have not already secured planning permission.

- Bootle Town Centre (see policy BAAP4)
- Bootle Office Quarter (see policy BAAP5)
- Shopping Parades (see policy BAAP7)
- Hawthorne Road/Canal Corridor (see policy BAAP20)
- Bootle Village (see policy BAAP21)

Explanation

216. Whilst Bootle is one of the largest towns in Sefton, second only to Southport, there aren't significant opportunities for new housing sites due to its built up nature and being tightly surrounded by other towns. The sites that do become available are often vacant and derelict land with a legacy of contamination.

217. Nonetheless, the above sites represent a range of housing land that the Council consider is deliverable. That is not to say they don't have challenges, but the Council consider that progress is being made on each so that the aspirations for each can be realised.

218. The 'Peoples' site, Linacre Lane (BH1), is a Sefton Plan housing allocation. It is likely to have significant contamination issues from previous uses. The Council own the site and are exploring potential options and funding bids to remediate the site to enable it to be brought forward for housing in the short to medium term. Whilst the site could accommodate more homes than indicated in the policy, it is likely that some parts of the site may need to remain undeveloped until the full extent of the remediation required is known.

219. Coffee House Bridge, which includes the former St Mary's Primary School and playing fields, Waverley Street (BH2) is a Sefton Plan housing allocation. The AAP looks to slightly increase the allocation through the inclusion of the site of the Merton Car Dismantlers between Merton Road and the canal. A large part of the site was subject to a recent planning application (DC/2020/00705) which was refused due to concerns with over-development. However, the principle of the proposed uses was supported, and the Council will continue to work with prospective developers to secure an appropriate scheme.

220. The former Bootle Gas Works (BH3) site is a new housing allocation proposed in the Bootle AAP. It was previously designated as a Regeneration Opportunity Site in the Sefton

Local Plan. This previous designation would have allowed residential, and other uses compatible with the surrounding area. Since the adoption of the Local Plan, discussions with National Grid have identified their intent to apply to dismantle the remaining infrastructure on the site and make the site available for redevelopment.

221. The Litherland House site (BH4) is new housing allocation proposed in the Bootle AAP. It was previously within the designated primary residential area. Whilst the site is currently occupied by a substantial office building, which is currently being advertised for lease, the Council considers the site to be more appropriate in the longer term for residential, particularly given its canal side location, the age of the building and the reduced demand for office accommodation since the pandemic.

222. The former Johnsons Cleaners Site (BH5) is a largely cleared site that was formerly occupied by Johnson's Cleaners. Permission was granted in April 2022 for 121 homes. All 121 homes will be affordable, with 71 affordable rented properties (59%) and 50 rent to buy properties (41%).

223. The site at 503-509 Hawthorne Road (BH6) is a cleared site that was given permission in January 2022 for 67 homes and a block of 91 extra care apartments. Site investigations are underway and conditions are being discharged in advance of commencement later this year.

224. The Sefton Local Plan allocated the site of the former Rawson Road Primary school for 20 new homes. Given the uncertainty of the site coming forward in this plan period, it is considered that the site should be de-allocated for housing and included in the Primarily Residential Area. This would not preclude housing development on the site, but we would only consider this site within our supply if planning permission is secured.

225. Over the previous 10 years (2012-22) the Council have approved 24 per homes per year in Bootle on windfall sites. 'Windfalls' are sites that come forward for housing development that have not been previously identified in a Local Plan. Government guidance allows for a windfall allowance to be included in the housing supply where this is justified. This figure does not include windfall sites that are considered 'exceptional'. These are usually large sites that become available only rarely and cannot be considered to be part of a trend or steady supply. Therefore, it is assumed that the 24 homes per year is continued, the Council would assume 408 homes to be delivered during 2023-2039 on windfall sites, i.e. the windfall allowance.

Delivery

226. The Council liaise closely with landowners of potential housing sites and look at ways to bring them forward for development. This includes exploring opportunities for external funding to bridge a viability gap on sites that have high development costs, often caused by contamination. The Council acknowledge that seeking planning obligations on housing sites (e.g. for affordable housing or environmental improvements) may make the site unviable and will explore with promoters of housing sites what can be realistically be achieved. It will do this through the Council's pre-application advice service. The Council also retain the

services of a viability appraisal consultant to assist with development proposals and to explore what is feasible on each site. Applicants on all large housing proposals are encouraged to engage with the public prior to submitting a planning application.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number of new homes approved and completed

Housing Mix

227. Large parts of the AAP area are characterised by high-density terraced homes. The eastern part of Bootle has more semi-detached homes, often former Council homes, built in the interwar period. More recent modern homes have been built in the Klondyke, the Queens Road and Bootle Village areas. Bootle and parts of Seaforth and Litherland have a higher percentage of social housing than other parts of Sefton, but there is a lack of choice in the affordable housing stock.

BAAP17 Affordable Housing and Housing Mix

Market Housing Schemes

1. Housing developments that provide 15 dwellings or more should provide a minimum of 15% of the homes as affordable housing
2. Affordable housing secured on a housing development should be split as follows:
 - Minimum of 33% as affordable or social rented
 - Minimum of 25% as 'first homes'
 - Up to 42% as discounted homes for sale (including shared ownership). This could include additional 'first homes'.
3. If the above requirements cannot be achieved because it is not economically viable, this will have to be clearly demonstrated to the satisfaction of the Council.

100% Affordable Housing Schemes

4. On schemes of 50 dwellings or more, no more than 50% of the homes provided should be made available for social or affordable rent. The remainder should be for other affordable housing tenures, such as Discounted Market homes, First Homes, Shared Ownership Homes. This does not apply to proposals for specialist accommodation, such as housing with care.
5. On 100% affordable housing schemes the Council will not apply any tenure split requirements other than in section 4 of this policy.

Housing Mix (size of homes)

6. On schemes that provide 25 new build homes or more of any tenure, the following housing mix is required:

A minimum of 25% of market housing should be 1- or 2-bedroom properties

A minimum of 40% of market housing should be 3-bedroom properties

A minimum of 25% of affordable housing (rented or for sale) should be 1-bedroom properties

A minimum of 60% of affordable housing (rented or for sale) should be 1 or 2-bedroom properties

A minimum of 85% of affordable housing (rented or for sale) should be 1, 2 or 3-bedroom properties

7. The housing mix requirements above apply to schemes wholly market, wholly affordable or mixture of both. However, the housing mix (size of homes) requirements above do not apply to wholly apartment/flatted proposals.

8. On a housing scheme that has a mix of tenures, it is important they are dispersed throughout the site to promote mixed communities. An exception to this will be for management purposes, such as within a block of flats. However, on a scheme of predominantly market homes, it will not be acceptable for all the affordable homes to be flats.

9. There should be no difference in the quality of housing provided for each tenure of home on a scheme.

10. All new homes should be designed to meet Building Regulation Requirement M4(2) 'accessible and adaptable' homes. This does not apply to conversions.

11. On schemes of 50 dwellings or more, a minimum of 5% of the homes (affordable or market) should be designed to meet Building Regulation Requirement M4(3) 'wheelchair user' homes. This does not apply to conversions.

Explanation

228. This policy aims to achieve an appropriate mix of homes and to create a balanced housing market in Bootle that meets most of its needs.

229. The Bootle housing market currently comprises a significant number of two and three-bedroom terraced properties as well as some post war housing and some more modern family housing, primarily through the Housing Market Renewal Initiative (HMRI) and successor schemes in the 2000s. There are also a large number of flats and HMOs in the area.

230. According to the most recent Strategic Housing Market Assessment (SHMA), there is no quantitative need for affordable housing in Bootle. This is because there are plenty of affordably priced, older terraced properties. However, typically these have very little private outdoor amenity space, no off-street parking and are not as energy efficient as modern homes. Therefore, this a need to diversify the supply of affordable housing in Bootle to create choice and improve quality.

231. The affordable housing mix reflects the 2019 SHMA and the National Planning Policy Framework requirements for 'first homes'. Further details are set out in the Affordable Housing SPD.

232. The housing mix allows for some high-quality family homes that people would aspire to live in which will again help to diversify the local housing market and help it to appeal to a broader range of people who may otherwise move away. This will allow more residents to stay in Bootle as their life circumstances and aspirations change.

233. The requirement for 5% of homes on schemes of 50 dwellings or more to meet Building regulations M4(3) 'wheelchair user' homes standard, reflects that the Bootle area has greater numbers of people with limited mobility (including wheelchair users) than average. Having some homes built to this higher standard will allow more choice for people in wheelchairs and with limited mobility, without them having to move. This is not restricted to market or affordable housing, and it is up to the developer to decide how to allocate this requirement.

Delivery

234. This will be managed and secured through the development management process. The housing types, mix and tenure will be secured by either planning considerations or through a section 106 planning obligations. The Council encourages early engagement through its pre-application process to ensure that the correct housing types, mix and tenure are being provided.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number and tenure of affordable homes approved and completed
- Housing Mix of homes approved and completed (market and affordable)
- Number of homes approved and completed that are M4(2) standard
- Number of homes approved and completed that are M4(3) standard

BAAP18 Housing for Older People and Supported Homes

1. Proposals for housing for older people (generally over 55s) that do not fall under the category of Assisted living (also known as extra-care housing), including sheltered

housing, would be assessed in line with general housing through **Policy BAAP 17 Housing Mix** above.

2. Proposals for assisted living schemes in the AAP area would not be supported unless they are in the social rented sector.

3. Proposals for development that provides specialist residential care bedspaces (such as for people with dementia) in a communal living environment for older people and others with specialist needs will be supported in principle, subject there to being no local over-supply.

4. Any proposal for older people, including assisted living schemes, should demonstrate how the scheme would enable residents to integrate within the community in which they are located.

Explanation

235. With an increasingly ageing population, it is important that the housing needs of older people are recognised and supported. However inappropriate development can unbalance communities.

236. Sheltered housing, sometimes referred to as retirement housing, allows residents to live independently but provides some support such as help from a scheme manager; 24-hour emergency help through an alarm system; communal areas, such as gardens or lounges; and social activities for residents. Assisted living housing (also known as extra-care housing) offers more support than sheltered housing but still allows occupants to live independently. Occupants live in a self-contained flat, with their own entrance, but staff are usually available up to 24 hours per day to provide personal care and support services.

237. The Sefton Council Extra Care Prospectus, “Develop Extra Care Housing in beautiful Sefton” evidenced by the Strategic Housing market Assessment (2019) indicates that Bootle has a need for 119 social rented Assisted Living homes for the over 55s between 2017 and 2036. However, this prospectus identifies no need for market assisted living accommodation in Bootle for the same period. The policy is justified on the basis that the assisted living accommodation will need to meet local needs and not bringing in significant numbers of people from outside the Bootle area who may put pressure on local services.

238. It is recommended that applicants speak to the Council’s Adult Social Care Team prior to submitting proposals for assisted living schemes and other supported housing schemes.

Delivery

239. Sefton have put in place an extra care prospectus that sets out how the Council will work with partners to help secure appropriate schemes for older people. This includes developing extra care occupancy criteria and an allocations policy to assist residents and prioritise local people, and working with providers of extra care schemes on appropriate

grant funding applications to bring proposals forward. It is recommended that schemes be discussed at an early stage through the Council's pre-application advice service when the Council's Strategic Manager for Extra Care Housing will provide advice on the type of scheme that will be supported.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number and type of housing for older people approved and completed

BAAP19 Conversions to Flats and Homes in Multiple Occupation

1. Development involving the conversion of buildings to a House in Multiple Occupation or Flats will only be permitted where they will not cause significant harm to:

- The character of the area,
- The living conditions of the occupants of the property
- The living conditions of neighbouring properties

2. Development involving the conversion of an existing dwelling to a House in Multiple Occupation or Flats will only be permitted if can be demonstrated that it would not cause the loss of a dwelling that is suitable and in demand locally for continued use as a family dwelling. The dwelling must be vacant and have been marketed (for rent or sale) for at least 6 months at local market value at the time of the application is made. The Council will require evidence to demonstrate this is the case.

3. Development involving the conversion of existing commercial, or community properties will only be permitted if can be demonstrated that there is no longer demand for the property for commercial or community use. The premises must be vacant and have been marketed for a suitable use at local market value for at least 12 months at the time the application is made and it must be demonstrated in a formal marketing report that there is no reasonable prospect of the site being used for a suitable commercial or community use.

4. In addition to the above requirements, proposals for the conversion of a building to a House in Multiple Occupation or Flats will only be permitted if it:

- would not result in an over-concentration of properties converted to flats and HMOs in a local area, or
- would not result in an unconverted dwellinghouse being 'sandwiched' between two properties previously converted to flats or HMOs

5. Further guidance on how the above requirements will be considered can be found in the 'Conversion to Flats and HMO' Supplementary Planning Document.

Explanation

240. Flats and Houses in Multiple Occupation provide small, affordable, and flexible accommodation for a wide variety of people including single people, students, low paid and seasonal workers, those on short term contracts and also unemployed people on housing benefits and are therefore an important part of the housing market. They can also offer temporary accommodation for people who are saving to purchase a home.

241. Houses that provide accommodation for at least 3 people who are not all members of the same family (or 'household'), are known as 'Houses in Multiple Occupation' (HMOs). HMOs are created through the conversion of buildings, either currently residential or other uses (such as public houses, shops etc). Most conversions to Houses in Multiple Occupation require planning permission for the change of use. The exception is a conversion from a dwellinghouse to a House in Multiple Occupation that has 6 or fewer occupants. However, the Council has restricted this exception in most of Bootle where planning permission will still be required for HMOs with fewer than 6 occupants. This has been done through an 'Article 4 direction'. The Article 4 direction applies to an area within the Bootle AAP as shown below (and also extends to areas outside the Bootle AAP area):

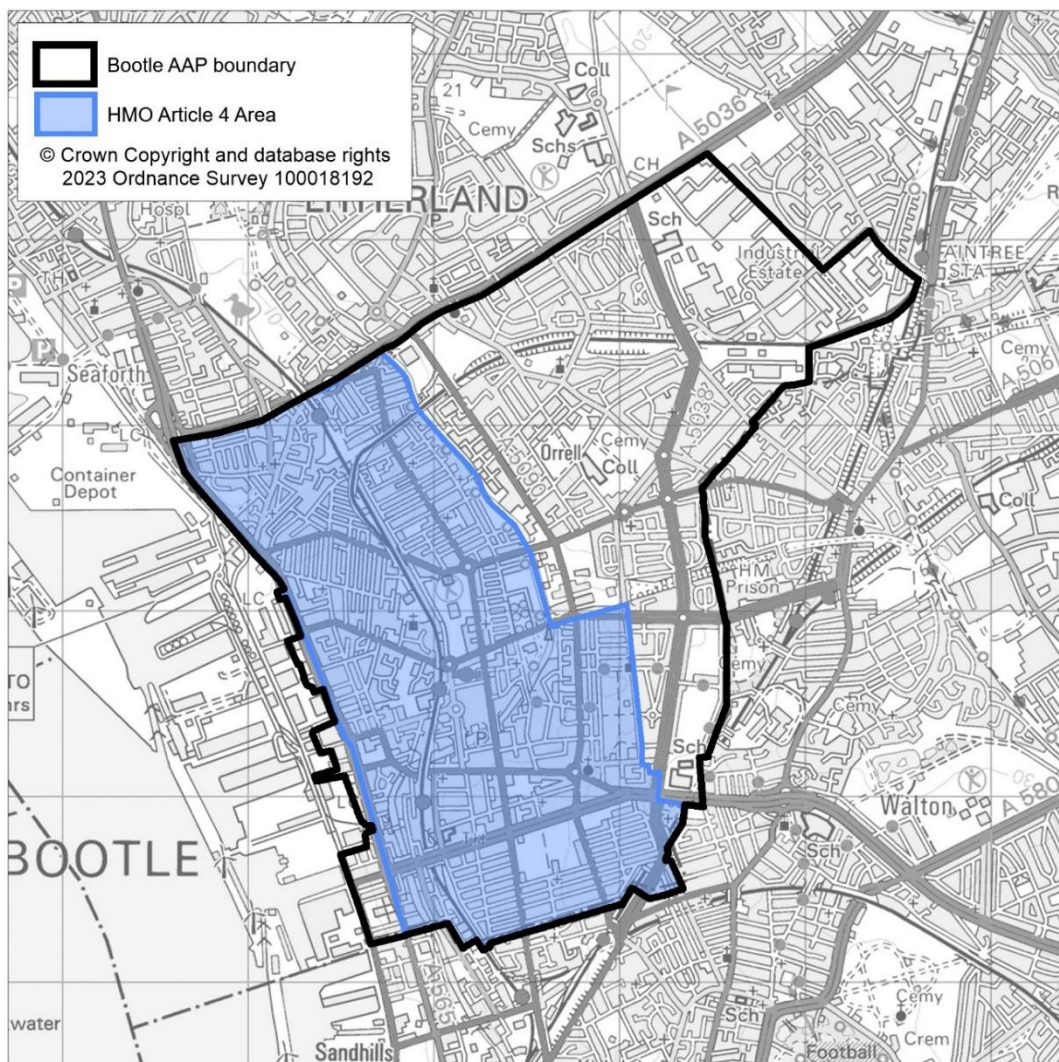


Figure 17 Article 4 Direction area for HMOs in the Bootle AAP area (note the Article 4 covers areas outside the AAP area)

242. The Bootle area has experienced a higher growth of flats and HMOs than most parts of Sefton (the exception being Southport). Poorly designed Flats and HMOs can lead to problems, both for the occupants and for neighbours, due to the large number of people living within relatively small places. These issues can include, noise, disturbance, loss of privacy and inadequate living accommodation, too much demand for car parking, amongst other issues. Similarly, an over-concentration of HMOs, or those that are poorly located, can be detrimental to living conditions and harm the character of the area. The Bootle area has experienced some poor quality HMOs and flats and so this policy seeks to ensure that future flats and HMOs meet acceptable standards to avoid the above problems. It also seeks to prevent a loss of attractive family homes to flats and HMOs just because these are often more lucrative.

243. Preventing over-concentrations of HMOs and flatted accommodation will help prevent unacceptable changes to the character of areas otherwise characterised by family homes. This can cause lots more comings and goings, pressure on local parking, less sense of ownership in the local community and a more transient community.

244. The Council will also look to prevent local households being unfairly being priced out of the local housing market by only allowing homes being converted to flats and HMOs if they have been vacant and marketed (for sale or rent) for at least 6 months prior to an application for conversion is submitted. A statement clearly demonstrating how the property was marketed, the price it was marketed at and what offers were received will be expected to be submitted with a planning application. This will only apply to those situations where planning permission is required.

245. HMO and flat conversions can also impact upon commercial parades where HMOs and flats can result in the loss of retail or commercial units that may have otherwise served the local community.

246. Poor quality HMO and flat conversions can result in inadequate room sizes and lack of outdoor amenity space. This can create very poor quality living standards. Detailed standards are set out in the Flats and HMOs SPD.

Delivery

247. The Council introduced an Article 4 Direction to manage conversions to Homes in Multiple Occupation. The Council has also introduced a Supplementary Planning Document to set out how proposals for conversions to flats and homes will be assessed. Proposals for conversions to flats and Homes in Multiple Occupation in Bootle will be considered against this policy and the Supplementary Planning Document.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Number of conversions to flats approved and completed.
- Number of conversions to HMOs approved.

- % of proposals for conversions to flats and HMOs permitted

Regeneration Opportunity Areas

248. There are several sites in Bootle that are not fulfilling their full potential to contribute to a quality living environment or sense of place. Whilst some of these sites are currently in use, there is an opportunity to be flexible in the types of uses we would consider to potentially secure improvements. The Council envisage this is to be done through engagement and a partnership approach and to use the Bootle AAP process to make landowners aware of the potential their site may have.

BAAP20 Hawthorne Road/Canal Corridor

1. The Hawthorne Road/Canal Corridor site, as identified in the plan below, is identified as a location for regeneration and redevelopment. The site includes a mix of sites with various proposed and existing uses, namely:

Housing Allocations (see Policy BAAP15)

- BH2 Peoples sites Housing Allocation
- BH4 Site of the former Bootle Gas Works
- BH5 Site of Litherland House, Litherland Road
- BH7 503-509 Hawthorne Road, Bootle

Employment Designation (see Policy BAAP12)

- BE3 Hawthorne Road/Aintree Road

Regeneration Opportunity Areas

- BR1 Land to Northwest of Linacre Lane and Hawthorne Road Junction
- BR2 Land South of Linacre Lane between Hawthorne Road and Canal
- BR3 Land between Hawthorne Road and Vaux Crescent/Place

2. The three Regeneration Opportunity Areas above are suitable for a range of development types (including uses consistent with current uses) providing they:

- Are compatible with the adjacent existing and proposed residential areas, and
- help support regeneration, and
- do not prejudice the wider area being becoming a residential neighbourhood in the longer term, and
- are otherwise in accordance with other policies in this AAP or the Sefton Local Plan.

3. In the medium to longer term, the Council will explore and support opportunities, in discussion with landowners and relevant funding bodies, to secure housing or development suitable to a residential area, on appropriate parts of the three Regeneration Opportunity Areas above. Initial focus will be on those parts of the

Regeneration Opportunity Areas which are adjacent to, and currently detract from, sites allocated for housing.

4. If residential development is proposed on any of the three Regeneration Opportunity Areas above, it must be demonstrated that a good quality residential environment can be secured and maintained. This is particularly important if the adjacent sites remain in other uses. In this regard, the Council would expect larger sites to come forward in clear stages rather than small plots.

5. The Council will produce a Masterplan for the wider area in consultation with landowners and the public in advance of the any proposal being approved on any of the three Regeneration Opportunity Areas above. The Masterplan will set out how these sites could be developed for housing individually or in combination, and how they would fit into the adjacent housing allocations.

6. Given the legacy of contamination in the area, it is expected that significant funding will be required for the remediation of several sites if alternatives uses (such as housing) are to be promoted.

7. All new development in this area that is adjacent to the Leeds and Liverpool canal should be designed in accordance with the principles set out at Policy BAAP1 [Design] and the placemaking principles that are set out within the Design Code for this area. Development that fronts Hawthorne Road will be expected to improve the local environment and support the principles at BAAP8 [Getting Around].

8. Notwithstanding the challenges, the Council wish to signal its long-term vision of the Hawthorne Road/Canal Corridor as a predominantly residential area with a mix of suitable employment uses that are appropriate in a residential area.

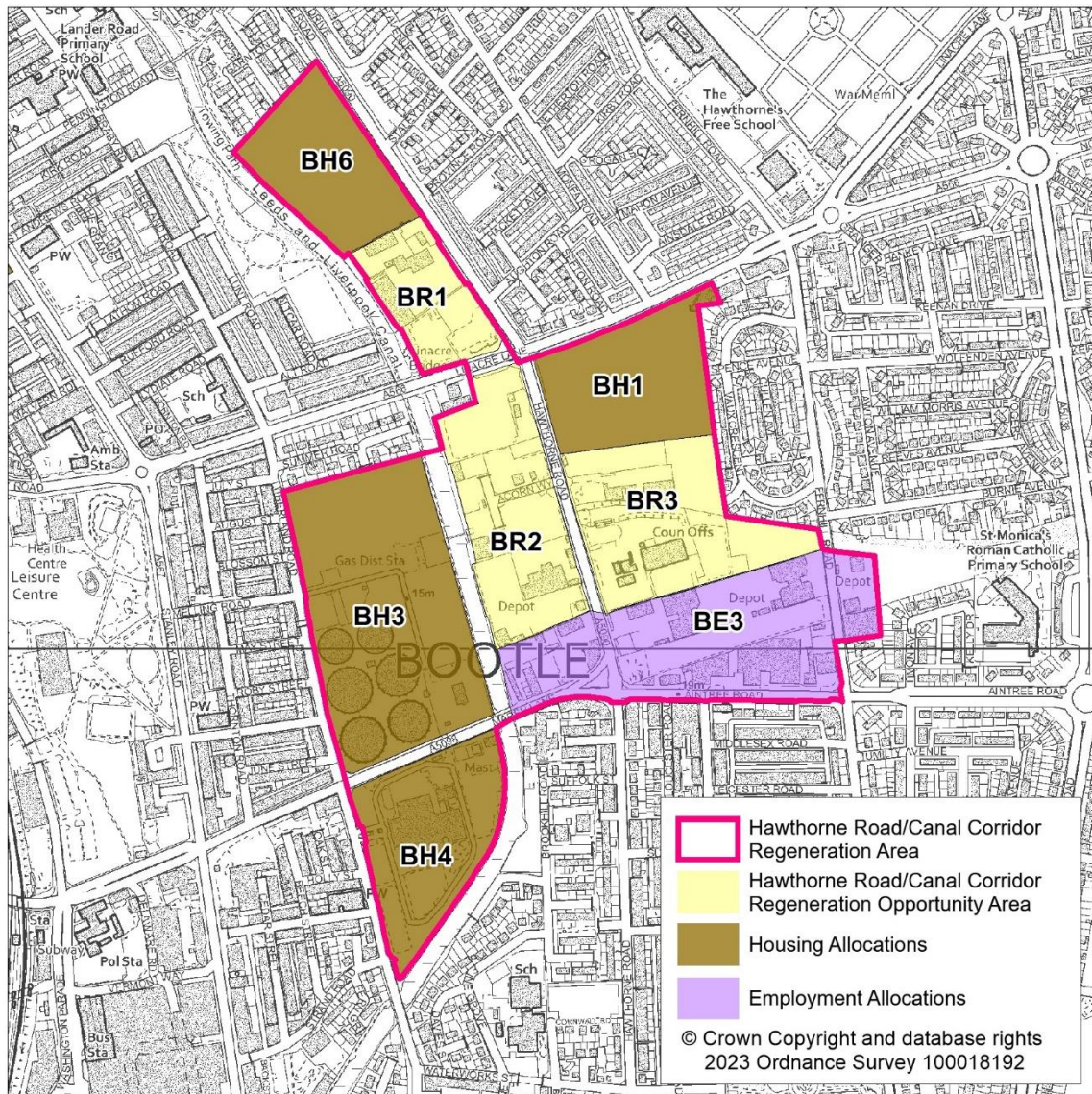


Figure 18 Hawthorne Road/Canal Corridor Area

Explanation

249. The Hawthorne Road/Canal Corridor area is a large area that runs north and south through Bootle. It has history of heavy industry and manufacturing linked to the proximity to the Leeds and Liverpool canal. The area effectively separates the residential areas to the west of Bootle (which date from the Edwardian period and earlier) and the residential areas to the east (which date from the interwar periods and beyond).

250. The land in this corridor to the north of the Arriva bus depot was subject to comprehensive redevelopment and regeneration in the early 21st century as part of the Housing Market Renewal Initiative. This removed substantial areas of low demand housing and some sites with a legacy of heavy industry. This redevelopment is now largely complete, and the area has benefitted hugely, with a much better choice of homes and improved local environment.

251. The land to the south of this regenerated area, particularly south of Linacre Lane, retains an industrial character. As the corridor includes several sites that the Council would wish to see developed for housing, there is a potential conflict of uses in the long term. Whilst there are no plans to prevent the ongoing uses on the employment sites, the Council considers the wider area provides an opportunity for a new residential community that takes account of the canal side location, continues the regeneration further up Hawthorne Road southwards, connects the existing communities on either side of the area and introduces a significant improvement to the local environment. The current housing allocations in this area could support in the region of 600 new homes and there is the potential for a community of up to 1,000 new homes in the wider Hawthorne Road/ Canal Corridor area if other sites become available.

252. To this end, the Council would like to use this policy to set out its long-term aspirations for this area, to give flexibility to existing landowners so they can consider their long-term options, to see how local residents would like the area to evolve and to alert those who may wish to invest in the area. The Council are not proposing to purchase any land or premises compulsorily but are open to discussion about appropriate development proposals and how they can be achieved by different interests working together.

Delivery

253. The Council have engaged with owners of some of the sites in the Hawthorne Road/Canal Corridor sites to consider the potential and timing of their development. The Council will continue to consult with those and other landowners and are open to discussions with owners of land identified as Regeneration Opportunity Areas. This will include through the Council offering 'pre-application advice', but also more informally.

254. The Council have also engaged with Homes England, the government's housing agency, through the Design Code pilot that Sefton used in the area (see Policy BAAP1), and will explore with them, and other providers, the potential for funding to help bring forward for development some of the sites which have a legacy of contamination.

255. An application has been submitted on the Bootle Gas Works site to dismantle the gas holders and fill in the voids. This is in anticipation of the site being made available for redevelopment. The cost of the dismantling and filling in the Bootle Gas Works will be covered by the National Grid. The site is expected to be available to be developed from 2025.

256. The former People's site (which also includes the former Vactite site) is owned by the Council. The Council are currently exploring options for the site, taking into consideration the high levels of contamination known to be present.

257. The site of Litherland House was submitted to the Council through its annual 'call for sites' (a process that allows landowners to suggest sites for new development). Housing was proposed for this site and the Council considers that this would be an acceptable use in this location. The Council would encourage the owner of the site to consult with local residents in advance of any planning proposals coming forward on this site.

258. The land at 503-509 Hawthorne Road has already secured planning permission (DC/2021/02138) for new homes and a residential care scheme. The site is cleared, and work is expected to commence during 2023.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Area of land (ha) developed for by type (housing, employment, open space, other)

BAAP21 Bootle Village

1. Subject to the impact on neighbouring residential properties, the nearby Christchurch primary school and the Derby Park Conservation Area, the premises at the Corner of Well Lane and Waterworks Street, as identified on the plan below, will be suitable for a flexible mix of uses, including:

- residential
- employment uses (specifically those in Use Class E(g) which can be carried out in a residential area without detriment to its amenity)
- leisure
- community
- medical or health, or
- education.

2. The site includes or is adjacent to several non-designated heritage assets, and any proposal should seek to conserve and enhance the aspects of the assets which contribute to its significance. The relevant non-designated heritage assets are:

- Former Tannery, Litherland Road
- Former Laburnum Public House
- K6 Telephone Kiosk, corner of Litherland Road/Waterworks Street.

3. The Council will accept limited demolition and replacement of the poor quality, less valued buildings if this improves the quality of the final development and helps uncover some of the heritage assets.

4. If the site and buildings are proposed for conversion and part redevelopment for residential, the Council will take a flexible approach to the following:

- private outdoor amenity space
- car parking provision
- interface distances

to help facilitate the improvement and full use of the site. This flexible approach to the normal planning standards reflects the proximity of the site to Bootle Town Centre, public transport and main parks (Derby Park and North Park).

5. The Council also accept that the site may not achieve affordable housing due to viability costs and the likely application of the vacant building credit. Therefore, the Council will

accept a 100% market housing scheme if this helps bring back the site and buildings into a viable use.

6. Given this site is in a highly sustainable location, the Council will take a flexible approach to parking standards for all uses.

7. Any proposals for new development should take the opportunity to provide an active frontage/entrance with appropriate landscaping to Litherland Road.

8. Any proposals for the redevelopment or re-use of the site should be supported by a Heritage Impact Assessment which clearly sets out how the heritage assets on or adjacent to the site are to be conserved and enhanced.

Explanation

259. The land around Litherland Road, between Merton Road and Waterworks Street, is the oldest part of Bootle and is still known locally as Bootle Village. There have been several new developments in the past 20 to 25 years, including Bootle 2000 Village housing estate and Carriage Grove apartments. A number of public houses have found new uses and the general look of Litherland Road has been improved.

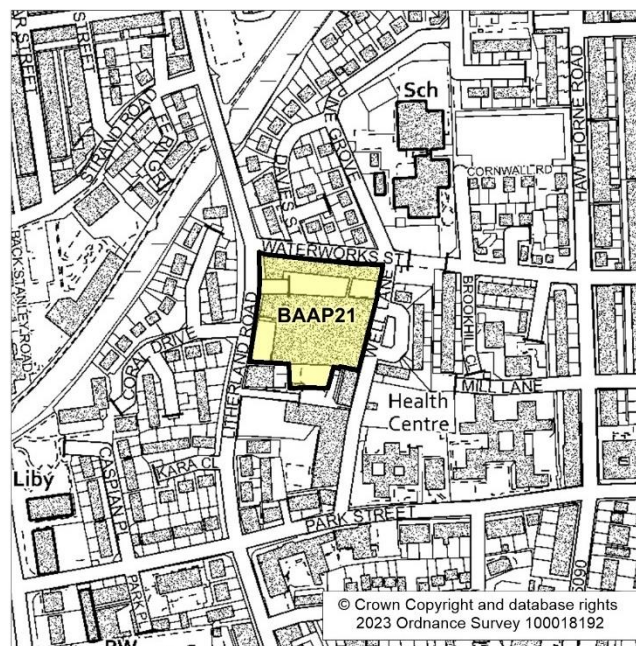


Figure 19 Bootle Village Opportunity Area

260. Nonetheless, one cluster of buildings in the area that has remained largely unchanged for many years is the former Bootle Tannery Site. This group of buildings is located on the south side of Waterworks Street between Litherland Road and Well Lane. Many of the buildings appear largely unused, although some of the complex is used by a company that supplies seasonal/party products.

261. The site lies within the Derby Park Conservation Area and has an industrial character with a collection of large-scale 19th century warehouses and more modern mid-20th century office premises. This group of former industrial buildings differs considerably from many of the properties within the Conservation Area. They are much bigger in scale and more robust in their design and detailing and are of considerable historic interest to the area. This collection of industrial buildings, including the tannery buildings is also a prominent feature within the predominantly residential Conservation Area, so form an interesting contrast. Any proposals for the re-use of the site must take into account those parts that are considered a heritage asset.

262. The site is in a very sustainable location. The Strand Shopping centre is 250m away, Bootle Strand Rail Station 500m, Bootle Bus Station 400m, Christchurch Primary School 100m, Derby Park 300m and Park Lane Health Centre 150m. Given this, it is considered that the amount of on-site parking needed could be lower than the Council's normal standards as could be the amount of outdoor primary amenity space.

Delivery

263. This site and building complex is owned privately and any redevelopment proposals would need to originate from or be supported by the owner. The Council will use the Bootle AAP process to consult with landowners across Bootle, such as this site, to explore the potential options for the site. If the owner does aspire to secure new and/or improved uses within the buildings, the Council will help to explore funding sources to help meet any potential funding gap that may exist on the site.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Floorspace (m²) brought back into use through development

BAAP22 Open land between Irlam Road and the Asda Store

1. The Council will allocate for development a small part of the current open land between Irlam Road and the Asda Store, as identified in the plan below, if this secures environmental improvements to the remaining open area.
2. The type of uses the Council will support on the identified land, subject to there being no detrimental impact on the nearby residential area or existing businesses, includes:
 - General Industrial (Use B2)
 - Storage and Distribution (Use B8)
 - Commercial, Business and Service (Use E)
 - Drinking establishments with expanded food provision (Sui generis use)

3. The Council will give preference to a use that enables a financial contribution to be secured towards the improvement of the remaining open land, as identified on the plan below. The environmental improvements to be secured are to be determined by the local communities but are likely to include:

- Landscaping
- Tree planting
- Lighting
- Bins
- Children’s play equipment
- Improved paths
- Fencing and boundary treatment

4. The access to and configuration of the development will depend on the end use proposed, with employment uses to be accessed from and face onto the existing employment area to the south.

Explanation

264. The redevelopment of land between Irlam Road and The Asda Store on Strand Road, which opened in 2008, has resulted in land left undeveloped. Much of this is land that was created when a freight rail culvert was filled in. This land creates a pedestrian link between Washington Parade (under the railway) to Irlam Road in the west. Whilst it is largely linear, there is a larger area immediately adjacent to the supermarket car park.

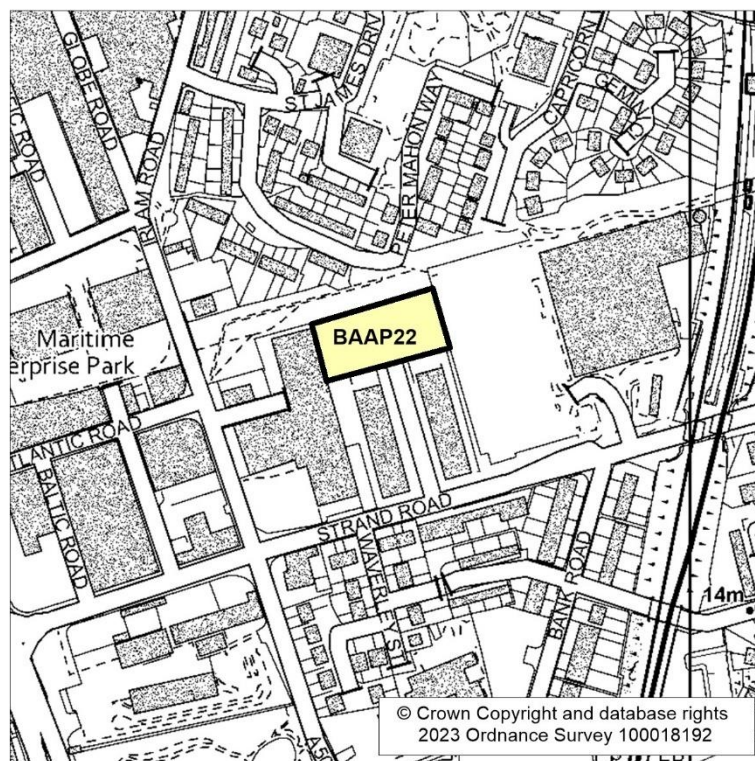


Figure 20 Open land between Irlam Road and the Asda Store

265. The site, whilst protected as an open space in the Sefton Local Plan, is overgrown and seemingly under-used. There are reports that it attracts anti-social behaviour and detracts from the residential area to the north. The area is poorly lit and provides an unattractive area and is of little value to local residents.

266. Whilst the Council would not advocate the loss of much needed open space, parks or playing fields in the area, in this case it is not considered that this land fulfils that function. There is the potential to allow a small commercial development on part of the site, that which immediately adjoins the existing employment units, and seek improvements on the remaining open space to make it safer, more pleasant and useable.

Delivery

267. The site is owned by the Council. However, the likely access/entrance points would be from the existing Asda car park or from the small industrial estate to the south. Therefore, the Council will need to work with external organisations to explore the potential for this site being developed.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Area of land (ha) developed by type (employment, leisure, retail, open space)

BAAP23 Coffee House Bridge

1. The site to the north and east of Coffee House Bridge, Irlam Road, as shown on the plan below, is identified for a mix of uses that would support its regeneration and help take advantage of its sustainable location and canal side location.

2. The key principles for the redevelopment of the site are:

- Encourage the development of a sustainable community, with a clear identity for the area.
- Ensure a greater housing choice within the local area by providing different tenures and types of residential development.
- Provide a focus for community interaction, participation, activities, and social enterprise.
- Be designed in accordance with the principles set out at Policy BAAP1 [Design] with emphasis on improving access and use of the canal for all.

3. It is expected that the predominant use for the site will be residential, and the site is allocated for housing (BH3) in Policy BAAP15 above. Other uses will also be supported if they demonstrate they accord with the principles set out above. These could include:

- Community uses
- Employment uses which can be carried out in a residential area without detriment to the living conditions of its residents

- Education and health
- Leisure
- Small scale retail to meet local community needs

Explanation

268. The Coffee House Bridge site was allocated for housing in the Sefton Local Plan (MN2.46) and the site is to be retained as a housing allocation. The housing allocation is now proposed to include the land to between the canal basin and railway line and the site between the canal and Merton Road.

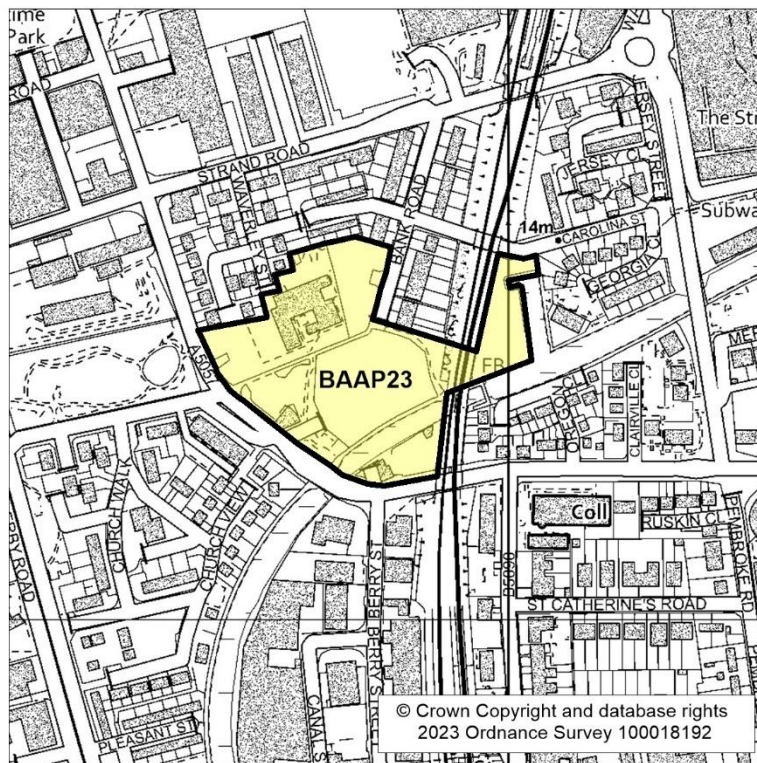


Figure 21 Coffee House Bridge

269. The site is in a prominent position near to the town centre and the office and education quarters so is well located. The site also adjoins residential streets to the north. The location primarily lends itself to residential, but some other uses will be acceptable subject to not conflicting with the residential nature of the site and the neighbouring area.

270. As the site is located next to an entrance to the Leeds and Liverpool canal, it essential that the site has regard to the canal both as a means to enable good access and high-quality design.

271. The site was previously subject to a planning proposal for houses, elderly accommodation, community uses and office space and various smaller uses. Whilst the application was refused, and dismissed on appeal for various reasons, the Council still support the principle of this site coming forward for new development.

Delivery

272. The Council will continue to work with those who wish to bring forward proposals on this site. This will help ensure that a suitable scheme can be submitted that meets the above policy and other relevant policies in the AAP and the Local Plan.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- Area of land (ha) developed by type (housing, community, employment, open space, other)

Environmental Improvements

273. There are a number of issues that impact on Bootle as an attractive place to live. A consistent issue that is raised time and again in consultation 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.

274. Whilst Bootle has a good number and distribution of parks in Bootle, many would benefit from additional investment and a greater range of facilities and activities would attract a wider range of people and groups to use the parks.

275. The growth and regeneration aspirations set out in this document could exacerbate these concerns but would also be more likely to be realised if these were addressed.

BAAP24 Environmental Improvements

1. All following types of development in the Bootle AAP should provide a proportionate contribution to environmental improvements in the local area.

- Residential developments (including conversions) that create 10 dwellings or more
- Any change of use to a Hot Food Takeaway
- Retail development where the floorspace created is 1,000m² or more

2. The cost in qualifying schemes is set at £2,577 (2023/24 prices) per:

- housing unit
- single Hot Food Takeaway premises
- 100m² of retail floorspace

3. This will be secured through a planning obligation. The total financial contribution can be offset through providing environmental improvements off-site.

4. The environmental improvement contribution will be provided in accordance with this policy unless a robust assessment of a scheme's economic viability confirms that this cannot be achieved.

5. The money secured through the environmental improvement contribution will be used towards one or more of the following:

- improving local parks, open spaces and playing fields
- improving small under-used land, often left over from development, for community environment projects
- enhancing nature
- improving priority routes between new developments and existing local parks, open spaces and playing fields (see Policy BAAP8)
- projects to deal with litter/fly tipping
- improving the streetscape, including tree planting
- supporting community and 'friends of' groups who help manage and maintain local parks
- other projects that would improve the local environment.

6. Contributions should be provided in accordance with this policy, and any subsequent inflationary change to the fee.

Explanation

276. This policy seeks to achieve wider environmental improvements from development. Bootle can be proud of some of its public parks and open spaces. However, the area features a large population in a relatively small area with a legacy of heavy industry and low investment. Therefore, the quality of the environment in the town is poor and this has an impact on the living conditions of existing and future residents, deters investment and prevents the area capitalising on the opportunities that the town has. Consultation on the 'issues and options' for the Bootle AAP identified that this is a very significant concern for local residents.

277. Therefore, it is proposed to use development as a means of securing a contribution to improve the environment of the town, particularly as those new developments will exacerbate the environmental issues that already exist. This could be from more residents (so more waste, pets, use of parks etc) and more businesses.

278. It is considered that the types of development that will be required to contribute are proportional and justified and will exclude smaller proposals, except for hot food takeaways. Hot food takeaways are included because of the tendency for users of hot food takeaways to generate rubbish that can often result in littering. In all cases, if the application of the obligations will prevent the development due to its impact on the scheme's viability, then this will be reduced or removed altogether.

279. The cost of the environmental improvement (per qualifying units as set out in the policy above) is based on the current cost of open space provision as set out in the Council's Open Space Supplementary Planning Document for 2023/24. This is reviewed each year to account for inflation.

280. In advance of the adoption of the Bootle AAP and the implementation of this policy, the Council will consult on and publish a strategy for how and where money raised through this policy will be spent and how it will be supported through other funding.

281. Planning obligations help to mitigate the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the following tests. They must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

282. It is considered that the policy meets these tests.

Delivery

283. Contributions will be secured through the development management process. A strategy for establishing the priorities for environmental improvements in the local area will be developed through consulting with local people. The strategy will be available to the public and will be reviewed regularly. The Council will publish each year how much it has received for this purpose and which of the priorities the money has been spent on. It is anticipated that there will be a process by which residents can suggest local projects. The Council will also work with internal departments and external bodies to supplement and match contributions secured through this policy. The Council will also work with developers and existing businesses to see if they can directly fund or implement environmental improvements that benefit them and the wider area. This will be in addition to the Council's normal functions and those of its partners, such as Registered Providers of social housing in the area, who will often have programmes for local neighbourhood improvements.

Plan Objectives

See [Appendix E](#) for what plan objectives this policy will help achieve.

Monitoring indicator

- The amount of money secured from new development and expended on Environmental Improvements

6. Implementation and Monitoring

284. The draft policies in this document can be assessed for how successful they are being implemented through monitoring the following indicators:

Policy	Indicator(s)
BAAP1 Design	Number and location of Design Codes submitted and approved by the Council in the AAP area.
BAAP2 Best Use of Resources	Number of major schemes that include measures to reduce greenhouse gas emissions. Number of homes built with measures to enable water consumption to less than 110 litres per person per day
BAAP3 Bootle Central Area	None (covered by BAAP4-6 below)
BAAP4 Bootle Town Centre	Floorspace completed by development type (retail, leisure, commercial, cultural, community, health, education) in town centre.
BAAP5 Bootle Office Quarter	Floorspace completed by development type (office, residential, education) in office quarter. Vacant office space (m2) in office quarter
BAAP6 Civic and Education Quarter	New education floorspace completed in civic and education quarter. Floorspace in town hall complex reoccupied
BAAP7 Local Shopping Parades	Number and % of vacant ground floor units in shopping parades
BAAP8 Getting Around	Length of Priority Routes improved
BAAP9 Nature	Area improved through Biodiversity Net Gain
BAAP10 Healthy Bootle	Number of Health Impact Assessments submitted and agreed

BAAP11 Parks, Public Open Space and Playing Fields	Financial contributions secured for and expended on local parks and other areas of open space
BAAP12 Employment Land Provision	The amount of land (ha) available for employment The floorspace (m ²) completed by employment type
BAAP13 Protection of Employment Land	The amount of employment land (ha)/floorspace (m ²) lost to non-employment uses
BAAP14 Limiting the Impact of Industry on Residents	Number of type of employment proposals refused due to significant impact on residential amenity
BAAP15 Securing Opportunities for Employment and Skills from New Development	Number of approved Employment and Skills Plans secured Number of jobs/training places to be provided in secured Employment and Skills Plans
BAAP16 Housing Land Provision	Number of new homes approved and completed
BAAP17 Affordable Housing and Housing Mix	Number and tenure of affordable homes approved and completed Housing Mix of homes approved and completed (market and affordable) Number of homes approved and completed that are M4(2) standard Number of homes approved and completed that are M4(3) standard
BAAP18 Housing for Older People and Supported Homes	Number and type of housing for older people approved and completed
BAAP19 Conversions to Flats and Homes in Multiple Occupation	Number of conversions to flats approved and completed. Number of conversions to HMOs approved.

	% of proposals for conversions to flats and HMOs permitted
BAAP20 Hawthorne Road/Canal Corridor Regeneration Opportunity Area	Area of land (ha) developed for by type (housing, employment, open space, other)
BAAP21 Bootle Village Regeneration Opportunity Area	Floorspace (m ²) brought back into use through development
BAAP22 Open land between Irlam Road and the Asda Store Regeneration Opportunity Area	Area of land (ha) developed for by type (employment, leisure, retail, open space)
BAAP23 Coffee House Bridge Regeneration Opportunity Area	Area of land (ha) developed for by type (housing, community, employment, open space, other)
BAAP24 Environmental Improvements	The amount of money secured from new development and expended on Environmental Improvements

Glossary

Accessibility

The ability of people to move around an area and to reach places and facilities. This includes people with limited mobility, e.g. elderly people and those with young children.

Affordable housing

Social rented, affordable rented and affordable home ownership housing (such as First Homes or discounted market homes), provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. They should remain available for future eligible households. This definition does not include 'low cost market housing'

Air Quality Management Areas

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Allocation(s)

A site specifically identified in the Local Plan, and shown on the Policies Map, for housing, employment, mixed use or other development.

Area Action Plan

An Area Action Plan (or AAP) is a planning document that sets a strategy and policies for a defined geographic area.

Article 4 direction

A direction which withdraws automatic planning permission (permitted development rights) granted by the General Permitted Development Order. A building or area with an article 4 in place will instead need planning permission for what may have previously been permitted development. An article 4 direction does not mean that a type of development will no longer be allowed.

Biodiversity Net Gain

Biodiversity net gain (BNG) is a way to contribute to the recovery of nature while developing land. It is making sure the habitat for wildlife is in a better state than it was before development. A development will have to show that there is more habitat available post development than before the development. This is ideally done on site but could include improvements made elsewhere.

Previously developed land

Land which is or was occupied by a permanent structure, including land within its curtilage and any fixed surface infrastructure. There are various exceptions to this which are set out in the National Planning Policy Framework.

Business Park

An area suitable for employment development which may include light industry, offices, research and development general industry and distribution/storage. It is not allocated for retail or other commercial development. For some sites, the AAP seeks to focus usage to more tightly defined uses.

Bootle Canal Corridor

The area either side of the Leeds to Liverpool canal in the area that was traditional used for various forms of industry.

Climate change

Climate change is the observed, actual or expected climatic factors and trends or their effects, such as increased rainfall intensity, rising temperatures, increased storminess and rising sea levels.

Comparison and Convenience shopping

Comparison shopping is where you shop for goods where the customer makes comparison between different shops e.g. clothing and footwear, do-it-yourself goods, household and recreational goods.

Convenience Shopping is for relatively low-value goods, such as food or newspapers, which are bought on a frequent and regular basis and where the customer prefers convenience over cost.

Conservation Area

An area designated by the Council for its special architectural or historic interest, and where it is important that this special character is preserved or enhanced.

Contaminated land

Land which is polluted by the presence of radioactive materials or chemical substances at concentrations which could make it unsafe for development without action to remove the source of contamination.

Designation(s)

Areas of land identified on the Policies Map to which specific planning policies apply, e.g. Green Belt, Primarily Residential Areas, etc.

Design Code

A design code is a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.

Duty to Co-operate

The Duty to Co-operate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.

Dwelling(s)

Self-contained units of residential accommodation. This includes houses, apartments, and maisonettes.

First Homes

A home that is discounted by 30% from the market price and capped at £250,000 and is available to first time buyers. It is a form of market housing.

Flood risk

This is the risk (often characterised by a chance of flooding by number of years for a site. Often A site-specific flood risk assessment is required by a developer to assess the flood risk to and from a development site, to show how flood risk will be managed now and over the lifetime of a development, taking climate change into account, and with regard to the vulnerability of its users.

Green infrastructure

A network of multi-functional urban and rural green space which is capable of delivering a wider range of environmental and quality of life benefits for local communities. The main components of green infrastructure in Sefton are the Sefton Coast, open space, the green network of strategic paths and cycleways, designated sites of nature/geological importance and priority habitats, water bodies and land formally designed to manage surface water and flood risk, including adopted Sustainable Drainage Systems (SuDS), agricultural land, and trees and landscaping.

Habitats Regulations Assessment (HRA)

A Development Plan Document (including an AAP) must be subject to a Habitats Regulations Assessment (HRA) to assess its potential effects on internationally important nature sites and their supporting habitat; in line with them Habitats Regulations 2010 (as amended). Some planning applications require site-specific (or project) Habitats Regulations Assessment.

Heritage asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including through the local list).

House in Multiple Occupation (HMO)

A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.

Indices of Multiple Deprivation

A means of measuring whether an area is deprived using a variety of indicators including, income, employment, education, health, crime, barriers to housing and services and living environment.

Invest Sefton

InvestSefton is the Council's enterprise, business growth and inward investment service. It provides free, professional business advice and guidance - [Invest Sefton - Developing Opportunities Delivering Success Invest Sefton](#)

Liverpool City Region (LCR)

The Liverpool City Region is the geographical, economic and political area centred on Liverpool, which also includes the local authorities of Knowsley, Sefton, St Helens and Wirral (all in the former county of Merseyside) and Halton. West Lancashire is a non-constituent member of the Liverpool City Region Combined Authority.

Listed Building

Listed buildings are those statutorily defined as being 'of special architectural or historic interest'.

They are listed by the government based on the advice of English Heritage. These buildings are protected to preserve the best of the built heritage. Listed buildings are graded as Grade I, II* or II according to their architectural quality or historical significance.

Liverpool Combined Authority Spatial Development Strategy

The SDS is a strategic plan for the whole Liverpool City sub-region that sets out a framework for which local policies will sit within.

Local Planning Authority

The local authority or council whose duty it is to carry out specific planning functions within its area, including preparation of the Local Plan and development management. Has the meaning given in section 1 of the Town and Country Planning Act 1990.

Low Carbon

Low Carbon solutions or design is part of, and often symbolises, the wider process of reducing greenhouse gas emissions, and use of energy derived from fossil fuels. Greenhouse gases include carbon dioxide and methane.

Main Town Centre Uses

Retail development (including warehouses, clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drivethrough restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotel and conference facilities).

Masterplan (site-specific)

In planning a masterplan is normally a site specific document that sets out how a site will be laid out and will provide various details including design principles, road layout, site uses, utilities, drainage and open space. Future planning applications will set out more specific details. Typically a masterplan is used where there is a large site with multiple landowners and/or where a complex and long term development is anticipated.

National Planning Policy Framework (NPPF)

National planning guidance published by the Department of Communities and Local Government in March 2012, last updated in July 2021.

Older people

People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space

Open space (including areas of water such as canals and lakes) which offer important opportunities for sport and recreation and can also act as a visual amenity. In Sefton, open space comprises both public open space and other outdoor sports and recreation sites available to the public.

Planning Policy

Sets out what is included in a Local Plan or Area Action Plan and sets out what is expected from development for a particular subject. The policy will have been formally

Policy Map

The map which accompanies the Local Plan written statement. This illustrates which land is subject to different designations and allocations. The policies map is not included with the AAP but where there are changes to land use designations or allocations, those areas will be shown.

Pollution

Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Requirement (Housing)

The number of new homes or amount of employment land identified as being required in the Local Plan.

Renewable and low carbon energy (Sustainable energy)

Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Renewable and low carbon energy includes energy for heating and cooling as well as for generating electricity.

Section 106 agreement

Section 106 agreements, also known as planning obligations, are agreements between developers and local planning authorities that are negotiated as part of a condition of planning consent. These are legally enforceable obligations entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Such obligations could ensure the developer contributes towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing.

Sefton Local Plan

The Planning Strategy and policies for the whole of Sefton Borough

Sefton@work

Sefton at Work provide a free, professional recruitment service to employers to help them to recruit locally to find the right person for the job - [Home - Sefton at Work](#).

Shopping Parade

A shopping parade is usually a planned development of purpose built shop units consisting mostly of shops, cafes, takeaways and local offices. For planning purposes these would normally have a minimum of six units. Town centres are not considered to be parades.

Significance (for heritage policy)

Significance is the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Strategic Housing Market Assessment (SHMA)

A study prepared by a local planning authority to provide a long-term strategic assessment of housing need and demand (including affordable housing need).

Supplementary Planning Document (SPD)

A document which provides further guidance to the policies in a Local Plan. They are capable of being a material consideration in planning decisions but are not part of the Development Plan.

Sustainable development

Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Surface water

Surface water comes from rain or snow falling on to the ground which may then collect and flow over the land surface (hard-surfaces or green space) as 'overland flow'.

Use Classes

Use classes are how land uses are categorised in the planning system. What class a development type falls into is set out in the Town and Country Planning (Use Classes) Order 1987 (as amended).

Vacant building credit

National policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the developer is offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace.

Appendix A

Local Plan policies to be replaced by the Bootle AAP

Once adopted the Bootle Area Action Plan will replace, partially replace or add to existing adopted policies in the Sefton Local Plan.

Bootle AAP Policy Number	Bootle AAP Policy Name	Local Plan Policies replaced in relation to the Bootle AAP area	Comments
BAAP1	Design	None	Adds local context to policy ED2 Design which will remain valid
BAAP2	Best Use of Resources	EQ7 Energy Efficient and Low Carbon Design	
BAAP3	Bootle Central Area	ED6 Regeneration Areas part 1 a	
BAAP4	Bootle Town Centre	None	Updates the extent of Bootle Town Centre and the Primary Shopping Area in relation to Local Plan Policy ED2 'Retail, Leisure and other Town Centre uses'. Removes the primary and secondary shopping areas in Bootle.
BAAP5	Bootle Office Quarter	ED6 Regeneration Areas. Part 1 a	
BAAP6	Civic and Education Quarter	ED6 Regeneration Areas. Part 1 a	
BAAP7	Local Shopping Parades	ED2 Retail, Leisure and other Town centres uses. Part 8.	
BAAP8	Getting Around	EQ3 Accessibility	
BAAP9	Nature	None	Additional to Local Plan policies NH2 and NH3
BAAP10	Healthy Bootle	EQ1 Healthy Sefton. Links to EQ10 Food and drink noted in policy	
BAAP11	Parks, Public Open Space and Playing Fields	EQ9 parts 1 – 4 NH5 part 1	
BAAP12	Employment Land Provision	MN2 Employment Allocations part 6 (part), 7, and 11 (sites MN2.53 and MN2.54).	

BAAP13	Protection of Employment Land	ED3 Existing Employment Areas	
BAAP14	Limiting the impact of Industry on Residents	None	In addition to Local Plan policies EQ4, EQ5 and EQ6.
BAAP15	Securing Opportunities for Employment and Skills from New Development	None	
BAAP16	Housing Land Provision	MN2 Housing Allocations part 1. ED6 Regeneration part 1 b	Deletes allocation MN2.41 Rawson Road, expands allocation MN2.46 Former St Mary's School site (now called Coffee House Bridge), adds new allocations.
BAAP17	Affordable Housing and Housing Mix	HC1 Affordable Housing HC2 Housing Type, Mix and Choice	
BAAP18	Housing for Older People and Supported Homes	None	
BAAP19	Conversions to Flats and Homes in Multiple Occupation	HC4 part 2	
BAAP20	Hawthorne Road/Canal Corridor	ED6 Regeneration part 1 b	
BAAP21	Bootle Village	None	
BAAP22	Open land between Irlam Road and the Asda Store	None	
BAAP23	Coffee House Bridge	None	
BAAP24	Environmental Improvements	None	

Appendix B

Long Shopping Parades and 'core areas' for Policy BAAP7

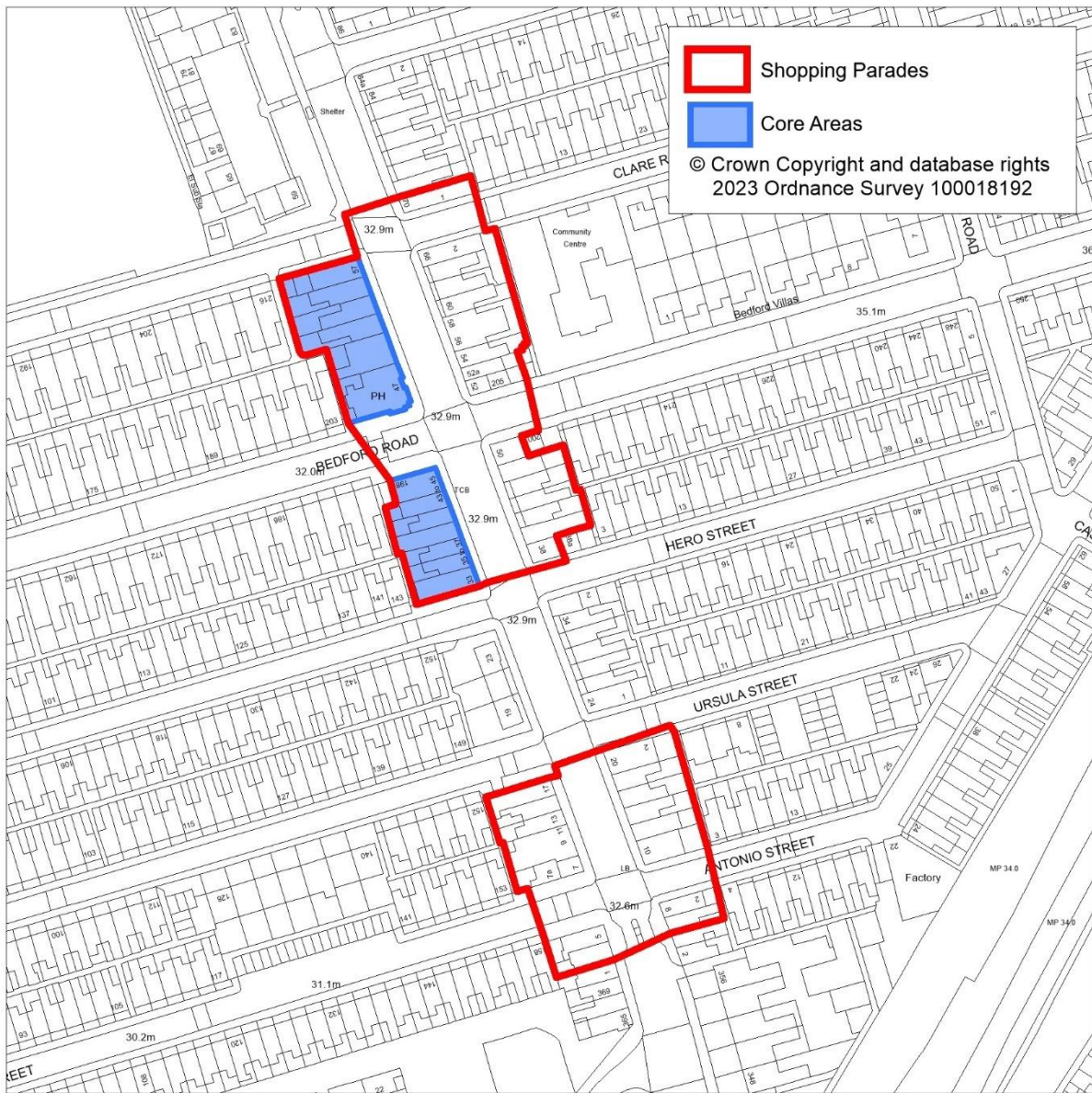


Figure 22 Hawthorne Road South

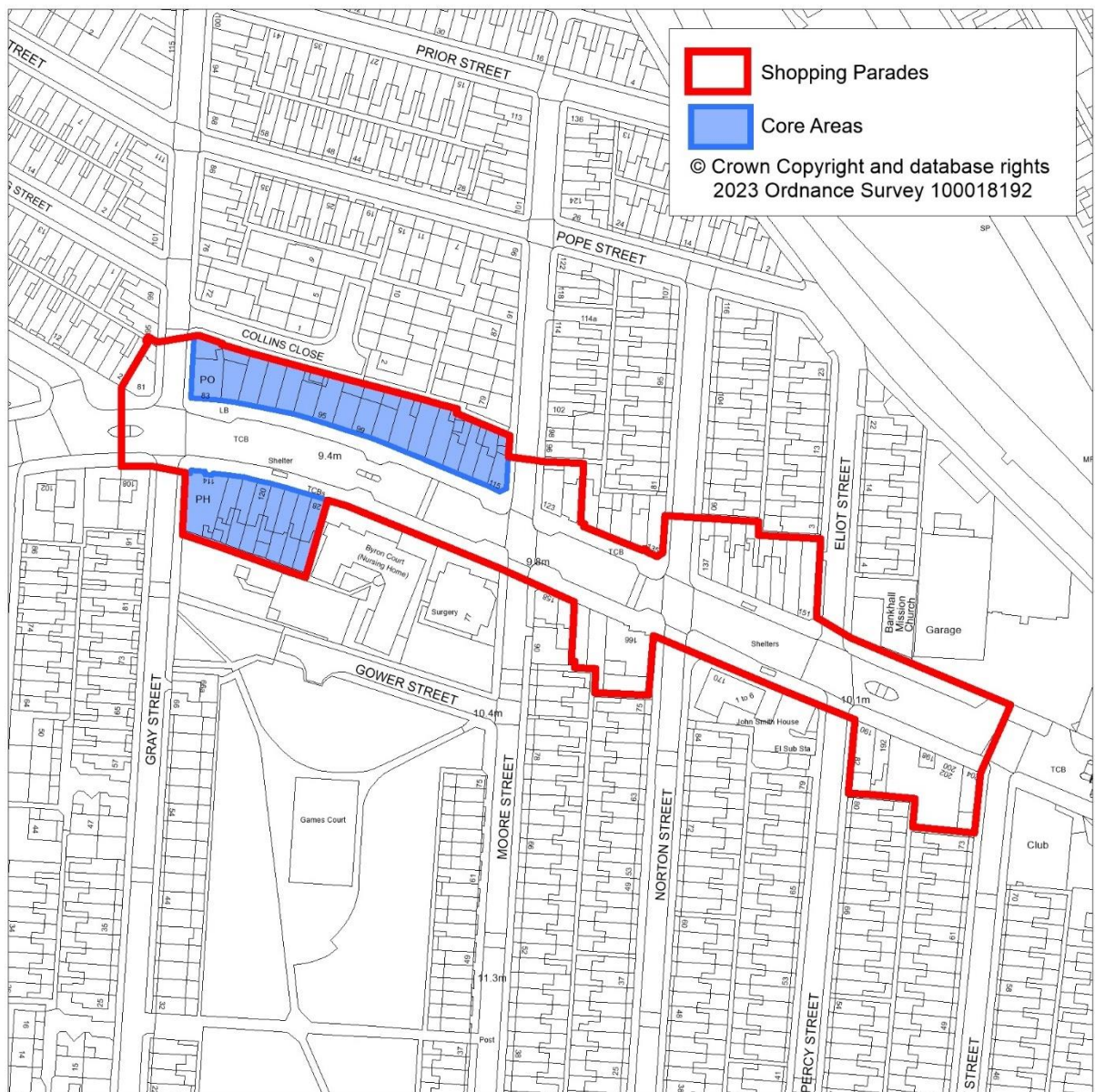


Figure 23 Knowsley Road

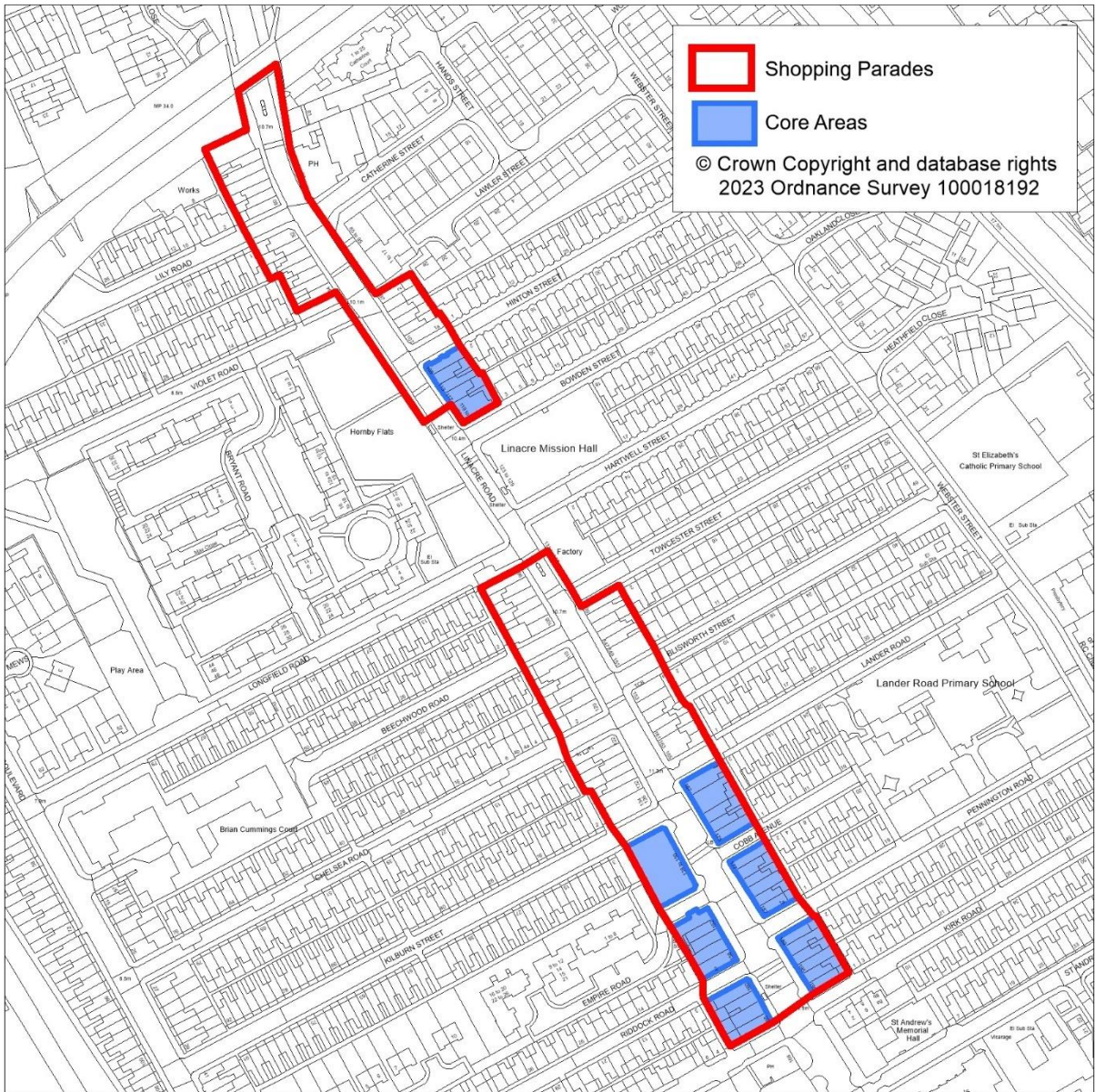


Figure 24 Linacre Road

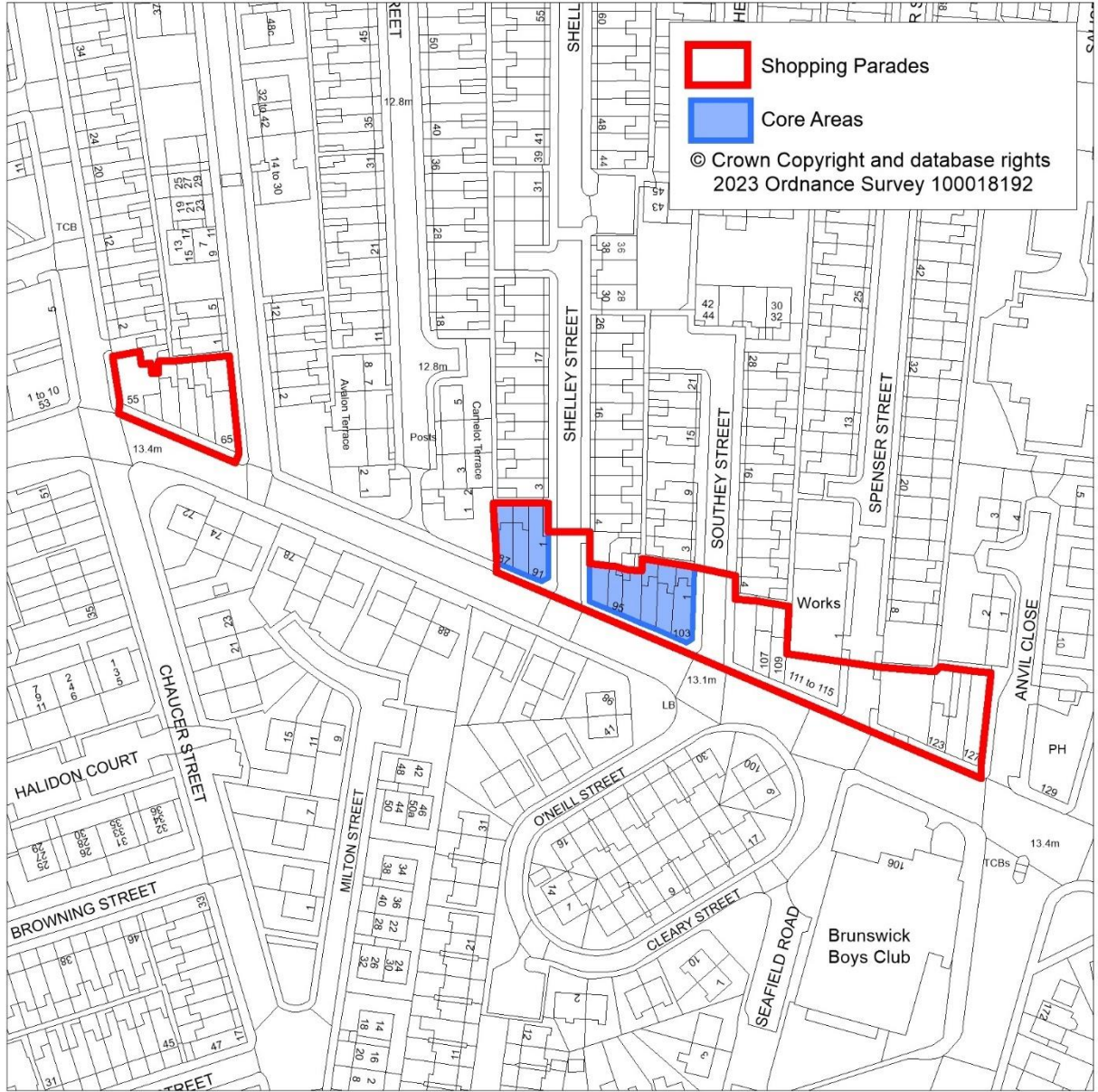


Figure 25 Marsh Lane

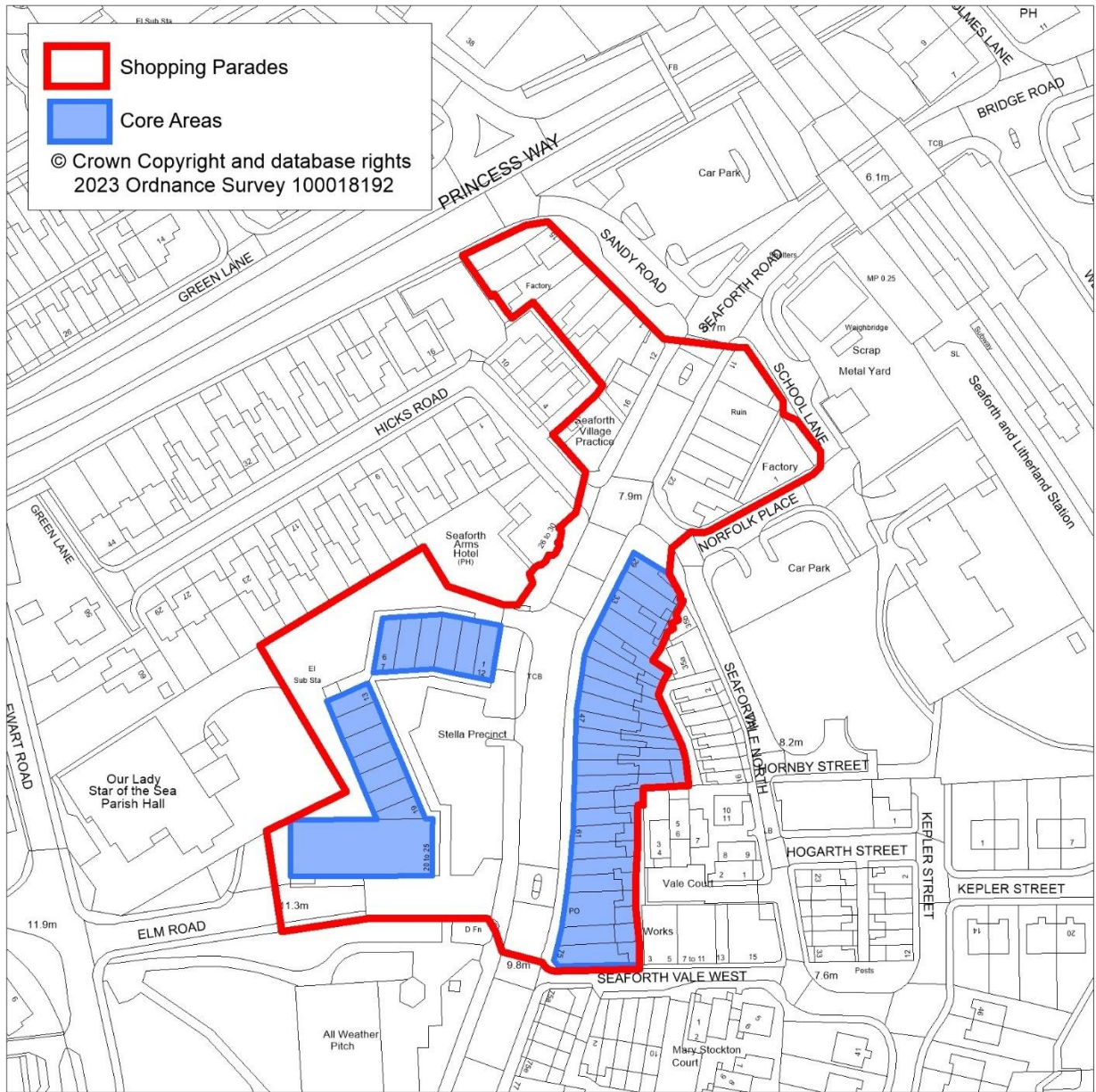


Figure 26 Seaforth Road

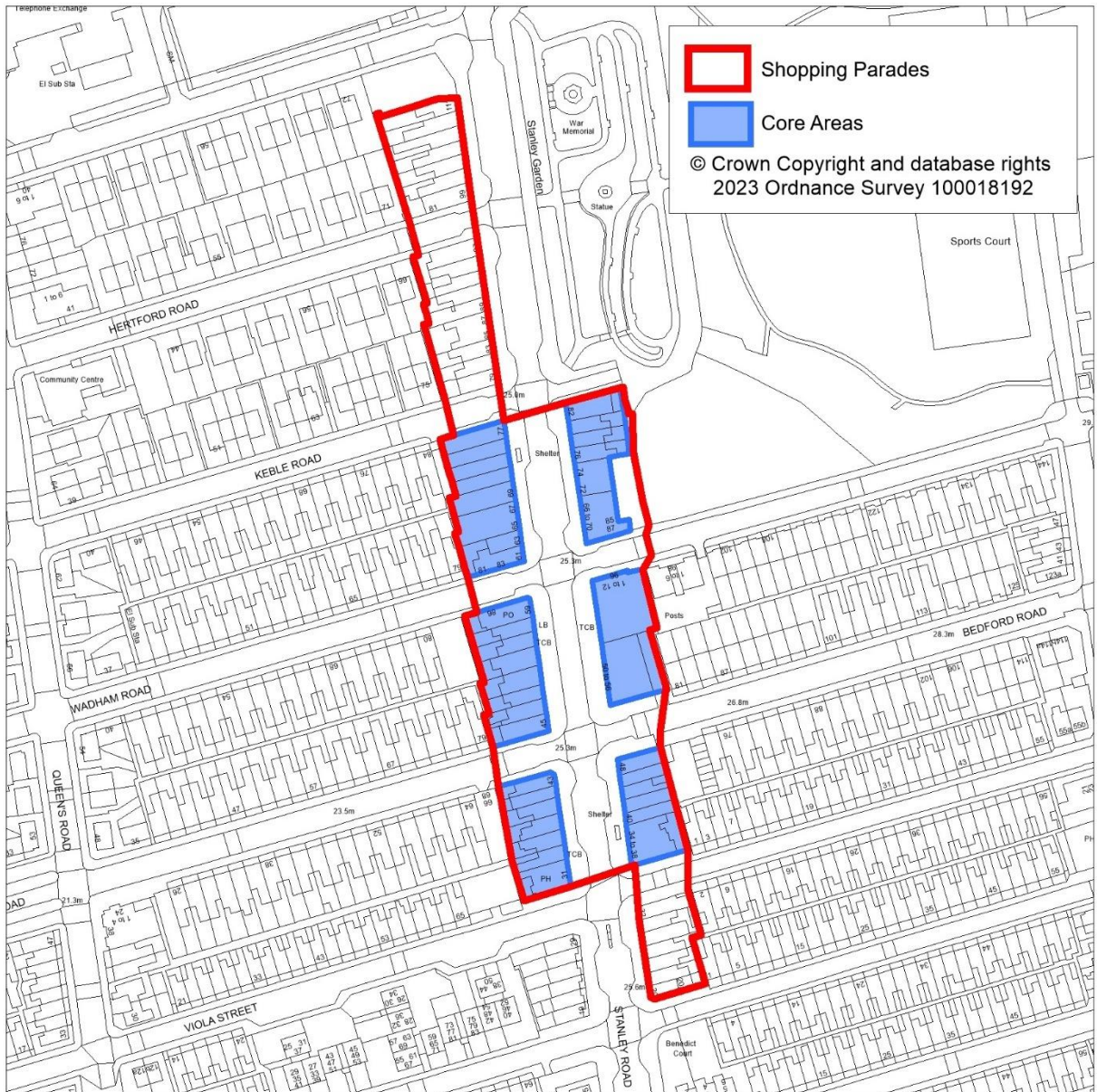


Figure 27 Stanley Road South

Appendix C

Employment Allocations

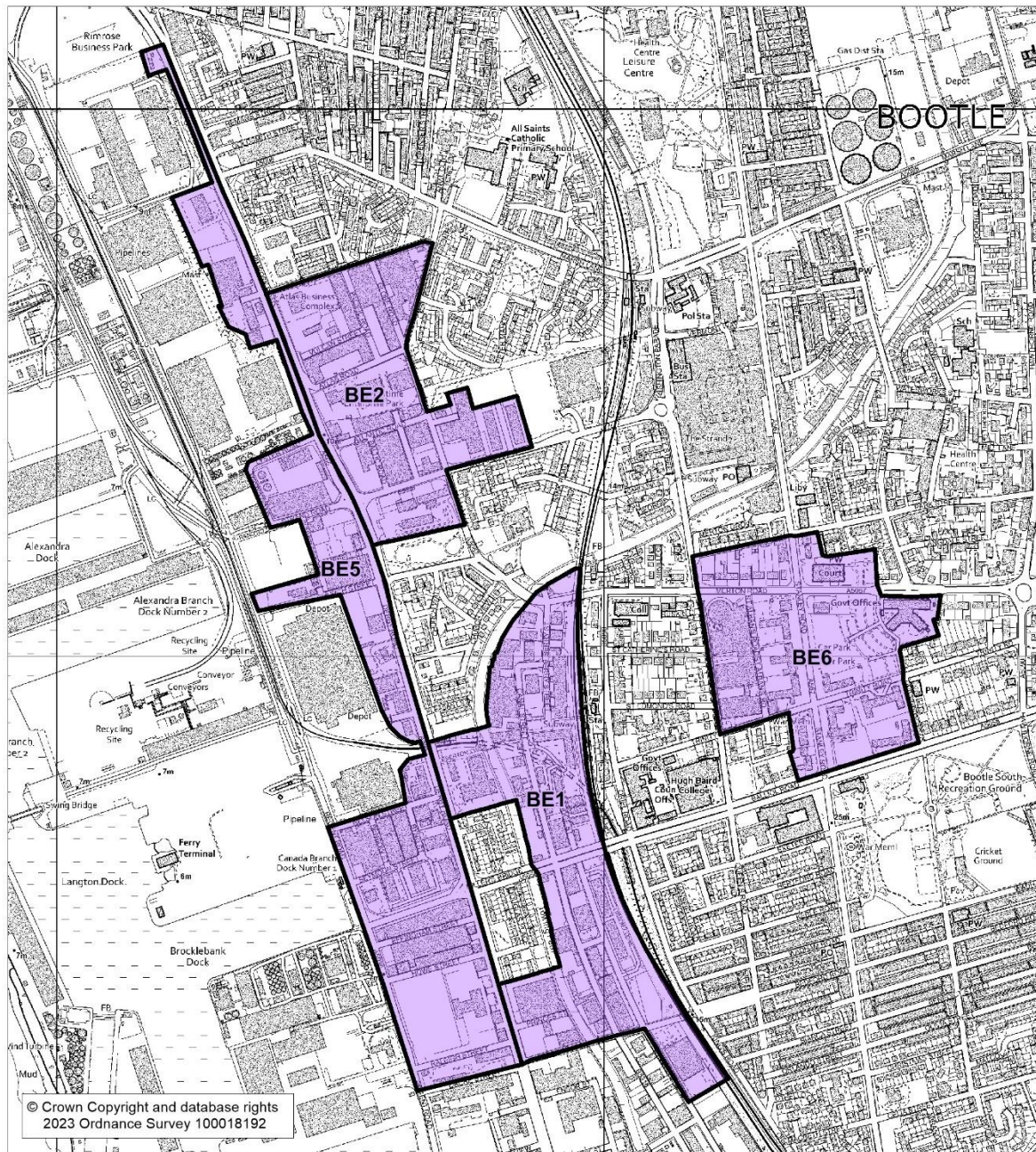


Figure 28 Employment Sites BE1 Canal Street/Berry Street, BE2 Maritime Enterprise Park, BE5 Land Between Regent Road and A565 and BE6 Bootle Office Quarter

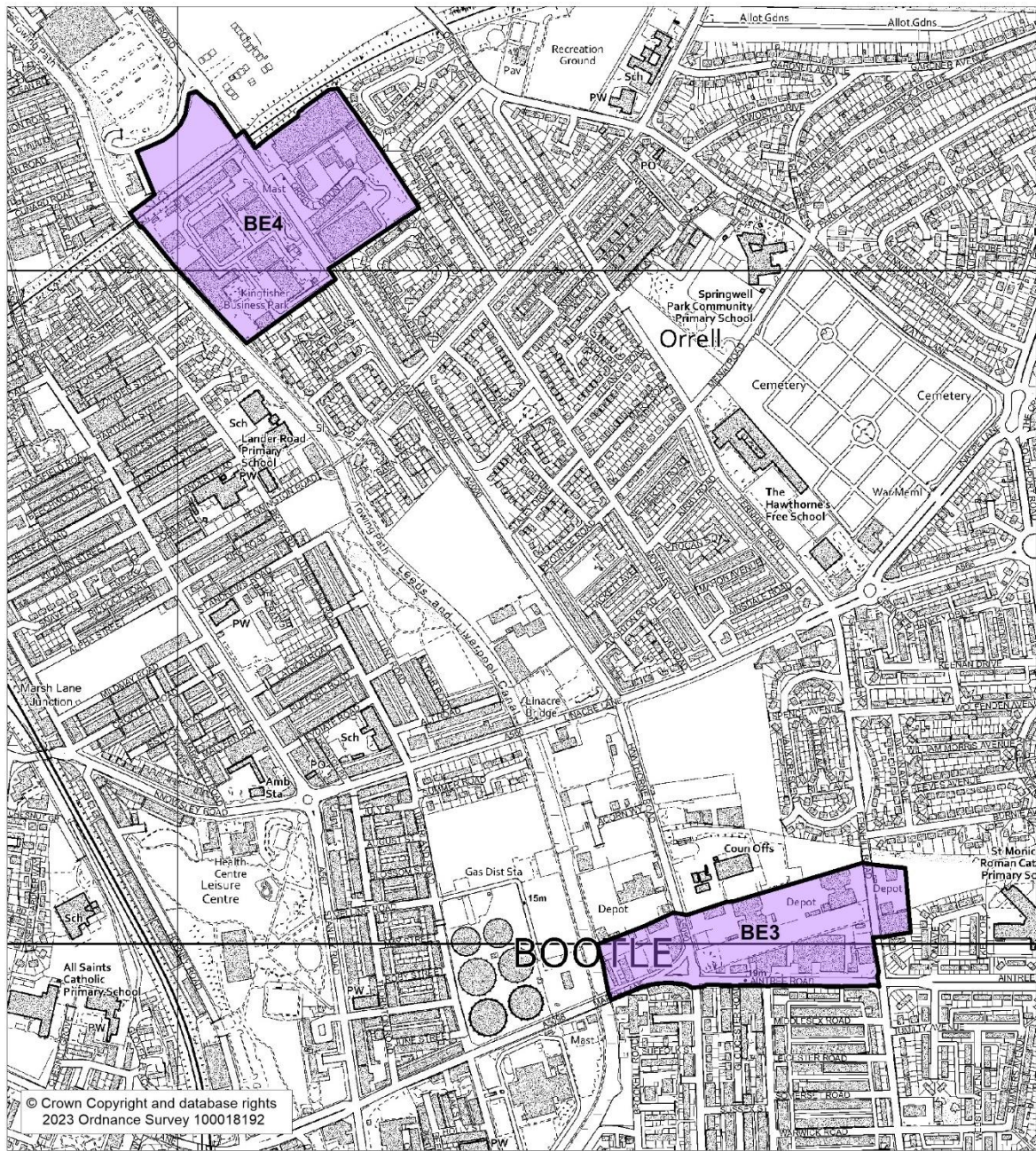


Figure 29 Employment Sites BE3 Hawthorne Road/Aintree Road and BE4 Kingfisher/Orrell Mount

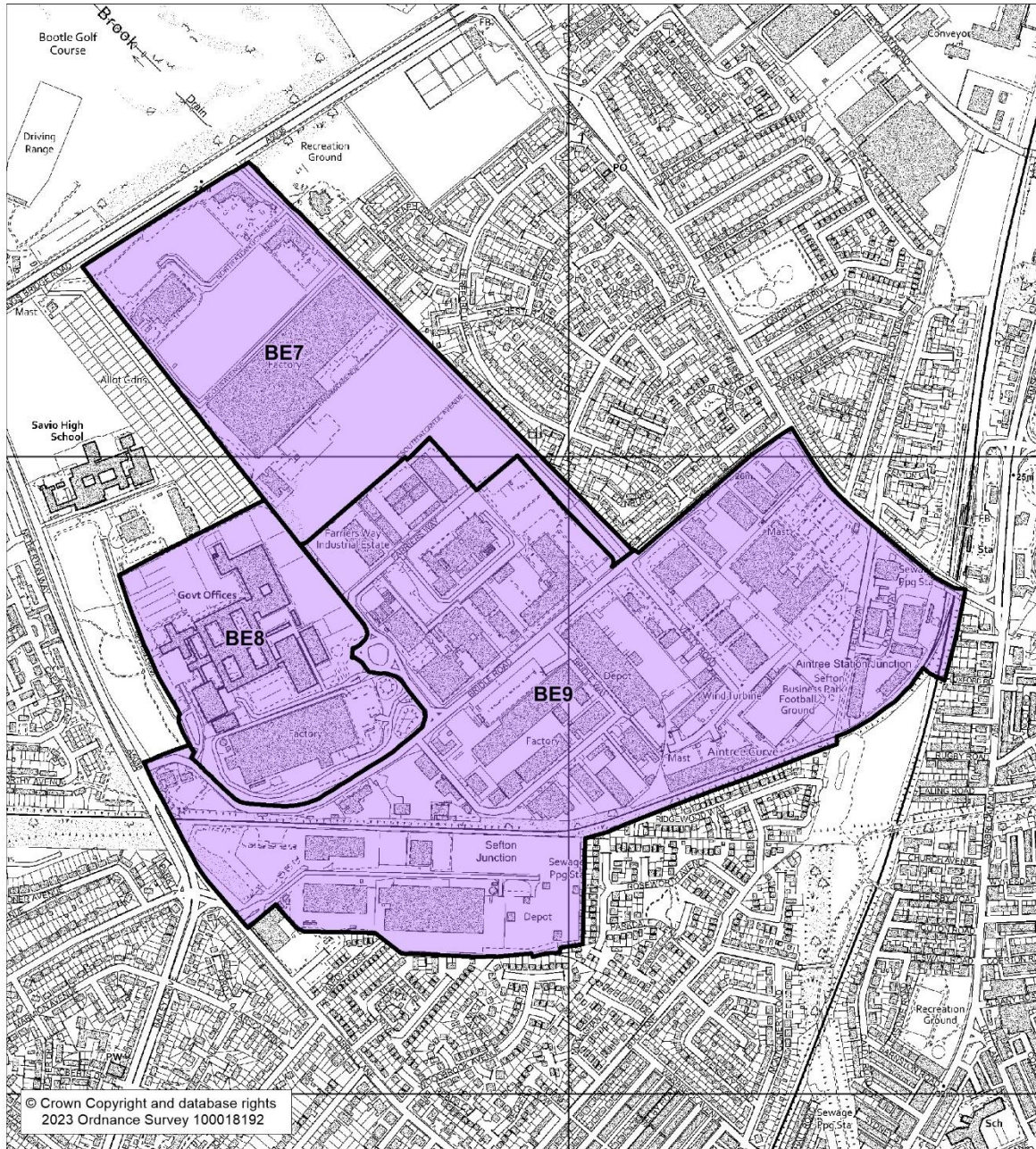


Figure 30 Employment Sites BE7 Atlantic Park, BE8 Senate Business Park and BE9 Bridle Road

Appendix D

Housing Allocations

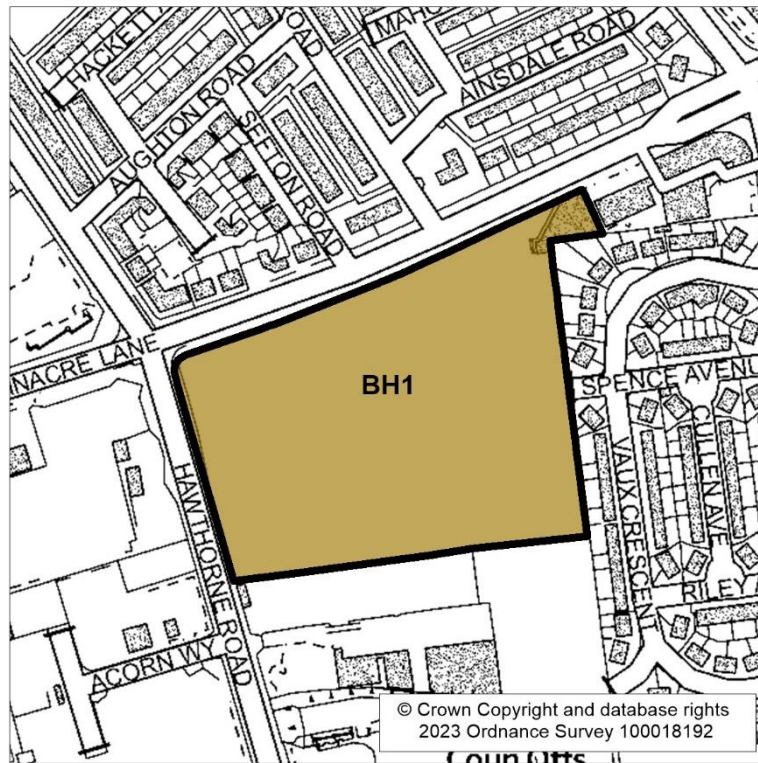


Figure 31 Housing Site BH1 Peoples Site

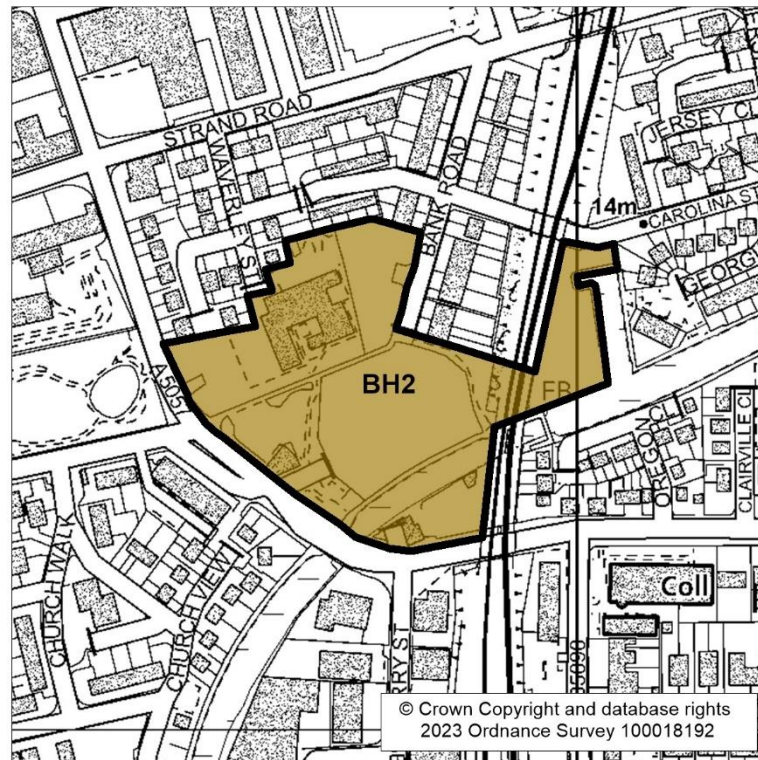


Figure 32 Housing Site BH2 Coffee House Bridge



Figure 33 Housing Sites BH3 Bootle Gas Works and BH4 Litherland House



Figure 34 Housing Site BH5 Former Johnsons

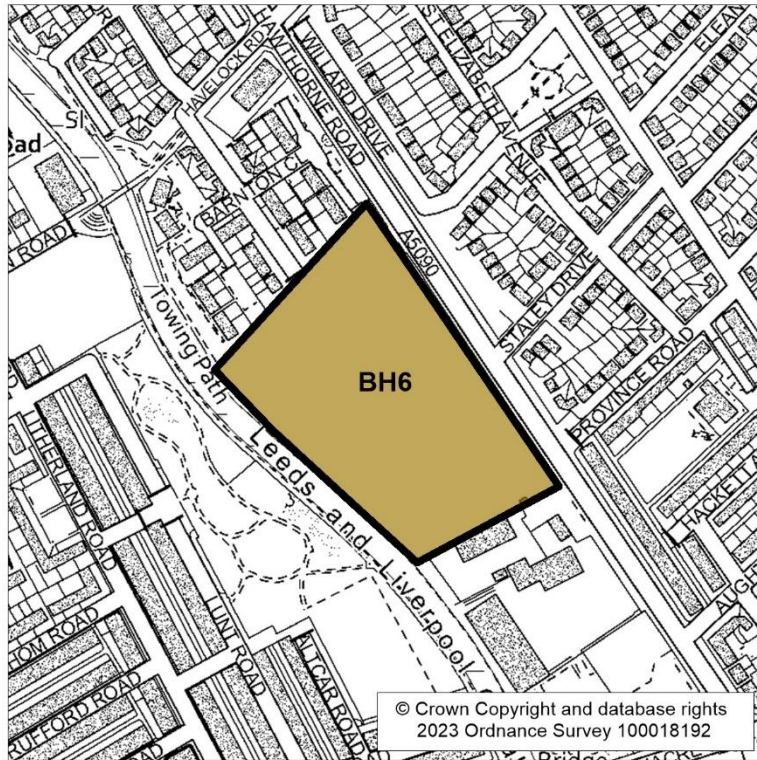


Figure 35 Housing Site BH6 503-509 Hawthorne Road

Appendix E

Which [objectives](#) do the AAP policies help achieve

The table below shows which of the AAP objectives will be met by each of the AAP policies.

Policy	Obj1	Obj2	Obj3	Obj4	Obj5	Obj6	Obj7	Obj8	Obj9	Obj10	Obj11	Obj12	Obj13	Obj14
BAAP1 Design			✓	✓			✓	✓			✓	✓	✓	✓
BAAP2 Best Use of Resources		✓							✓				✓	✓
BAAP3 Bootle Central Area				✓	✓	✓	✓	✓	✓					
BAAP4 Bootle Town Centre				✓	✓	✓		✓	✓					✓
BAAP5 Bootle Office Quarter					✓	✓	✓		✓					
BAAP6 Civic and Education Quarter				✓	✓	✓			✓			✓		✓
BAAP7 Local Shopping Parades			✓	✓					✓					
BAAP8 Getting Around	✓		✓	✓	✓	✓		✓		✓	✓	✓	✓	
BAAP9 Nature										✓		✓		
BAAP10 Healthy Bootle											✓			
BAAP11 Parks, Public Open Space and Playing Fields				✓						✓	✓			
BAAP12 Employment Land Provision					✓	✓			✓					

Policy	Obj1	Obj2	Obj3	Obj4	Obj5	Obj6	Obj7	Obj8	Obj9	Obj10	Obj11	Obj12	Obj13	Obj14
BAAP13 Protection of Employment Land					✓	✓								
BAAP14 Limiting the Impact of Industry on Residents							✓				✓			
BAAP15 Securing Opportunities for Employment and Skills from New Development					✓	✓	✓							
BAAP16 Housing Land Provision	✓				✓				✓					
BAAP17 Affordable Housing and Housing Mix	✓	✓	✓	✓							✓	✓		
BAAP18 Housing for Older People and Supported Homes	✓		✓								✓			
BAAP19 Conversions to Flats and Homes in Multiple Occupation	✓	✓	✓						✓	✓	✓	✓		
BAAP20 Hawthorne Road/Canal Corridor Regeneration Opportunity Area	✓				✓				✓					
BAAP21 Bootle Village Regeneration Opportunity Area	✓				✓				✓					✓
BAAP22 Open land between Irlam Road and the Asda Store Regeneration Opportunity Area					✓				✓			✓		
BAAP23 Coffee House Bridge Regeneration Opportunity Area	✓		✓	✓	✓		✓			✓	✓	✓	✓	✓
BAAP24 Environmental Improvements							✓			✓	✓	✓		