



**Canal &
River Trust**

Making life better by water

BootleAAP@sefton.gov.uk

Your Ref

Our Ref CRTR-POL-2024-42655

Monday 11 November 2024

Dear Ian Loughlin,

Bootle Area Action Plan

Thank you for your consultation on the above document.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Canal & River Trust (the Trust) is a statutory consultee in the Development Management process, and as such we welcome the opportunity to input into planning policy related matters to ensure that our waterways are protected, safeguarded and enhanced within an appropriate policy framework.

The Trust own and manage the Leeds & Liverpool canal which passes through the heart of the area to be covered by the AAP and has previously commented on the Issues and Options and Preferred Options consultation relating to the Bootle Area Action Plan (AAP).

The Trust considers that the Leeds & Liverpool Canal has an important contribution to make to achieving the objectives/vision of the area and welcomes the recognition given to the canal within the draft plan. Please find below the Trust's comments on the draft Bootle Area Action Plan.

Section 5 – Draft Policies

BAAAP1 – Design

As previously commented at the Preferred Options stage, we welcome the section related to the canal corridor under section 11 of the policy.

We note and welcome the inclusion of new wording under bullet point 5 (*“new development should be sited to ensure there are no detrimental impacts on the structural integrity of the canal infrastructure”*) in response to our previous comments.

Section 9 of the policy refers to development helping to mitigate and adapt to the impact of climate change. This includes *‘taking the appropriate opportunities to introduce, protect and enhance green and blue infrastructure, soft landscaping and biodiversity, and reduce surface water run-off rates and volumes and other sources of flood risk.’* We welcome the addition of section 9 in relation to the opportunities for potential improvements that may be possible along the canal corridor.

Section 12 makes reference to the Councils design code and that development adjacent to the canal should adhere to those place making principles. We note reference to the Design Code in the list of supporting documents and

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that this currently appears to be in draft form. Whilst paragraph 5.13 refers to the Design Code for the Canal Corridor being available for public consultation alongside this draft plan it is not clear if this is in fact the case. We would however wish to offer the following comments and would ask to be consulted in respect of any future design coding/master planning in proximity to our waterways.

- The draft design code is positive in considering not only the waterway but also the towpath and adjacent land and buildings. The document has three key design principles/themes that focus on movement, space, and form. We would suggest that the importance of nature and ecology should also be embedded within these principles in addition to being included in the design concepts:
- The movement principle is covered within the draft design code; however, we would welcome the inclusion of reference to our recently produced 'Towpaths for Everyone' guide to address the management and use of the towpath. Details can be found here: <https://canalrivertrust.org.uk/support-us/our-campaigns/stay-kind-slow-down/towpaths-for-everyone>. We note the draft design code document references uninterrupted pedestrian and cyclist movement. We would however wish to emphasise that whilst that our towpaths are a shared space, our towpath policy gives priority to pedestrians and highlights the need for cyclists and faster users to give extra consideration to slower users and reduce their pace.
- The draft design code document refers to the built form throughout, with some reference to taller buildings providing a local distinctiveness. It is important that daylighting and shading is considered into the design of any new development, because these can have an impact upon the canal which is an ecological and wildlife corridor.

BAAP4 – Bootle Town Centre

BAAP4 includes the Bootle Strand site which incorporates the canal corridor (as shown in figure 6). We welcome under section 9 that the canal is recognised as an important asset to Bootle Centre Area and note that development should have regard should to Policy BAAP1 (Design) part 10 – 12, which specifically relates to the canal corridor.

BAAP24 – Environmental Improvements

This policy sets out that development above a certain threshold must make a financial contribution toward environmental improvements and the monies will be used to secure environmental improvements under criteria (5). We note that the policy makes references to improving greenspaces and improving priority routes between new development and existing public greenspaces. **As the canal corridor is recognised as a priority route (BAAP8), we would welcome the inclusions of 'blue spaces' into the wording of the policy, in addition to greenspaces.**

At the preferred options stage the Trust made comments relating to draft policies **BAAP8; BAAP9; BAAP11; BAAP20; and BAAP23**. We note the Councils response to those comments, and we have no further comments to make on these policies at this stage.

We hope that the above comments are useful and can be incorporated into the next stage of the plan.

The above comments do not prejudice any further matters that might be raised at a later stage as the plan/document emerges

Please do not hesitate to contact me with any queries you may have.

Yours sincerely,

Carrie Lanceley
Planning Assistant

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