

Bootle Sites Masterplan

Design Development Workbook
September 2025

Project: Bootle Masterplan Sites
Document: Design Development Workbook

Issue	Revision	By	Approved	Date
Final	-	CMC	DF	25.09.19



Ordnance Survey data used under licence © Crown copyright and database rights 2025 Ordnance Survey AC0000849969

Precedent imagery may be subject to copyright but are not believed to be commercially available. They are published here solely for purposes of instruction or critique.

Photo/ Image Credits: SLR

Contents

1. The Sites In Context

- Strategic Context
- The study areas
- Land Uses
- Historic Context
- Planning Conte

2. Understanding St Johns

- St Johns Today
- Built form and Character
- Site History
- Ownerships
- Landuses
- Elevations
- Scale and Massing
- Utilities
- Green and Blue Infrastructure
- Local Access and Movement
- Street typologies
- Street Sections
- Floodrisk and Drainage
- Constraints
- Areas of Influence
- Opportunities

3. St Johns Option Development

- Option 1
- Option 2
- Option 3

4. Understanding Hawthorne Road

- Hawthorne Road Today
- Built form and Character
- Site History
- Ownerships
- Landuses
- Elevations
- Scale and Massing
- Local Access and Movement
- Green and Blue Infrastructure
- Utilities
- Street typologies
- Street Sections
- Floodrisk and Drainage
- Constraints
- Areas of Influence
- Opportunities

5. Hawthorne Road Option Development

- Option 1
- Option 2
- Option 3

The overall aspiration for the Bootle Masterplan Sites is to develop a set of concept masterplan options to support a vision for future development in Bootle Town Centre. These options will be supported by a cost and delivery strategy and provide Sefton Council with the tools to determine their preferred option.

This workbook captures the baseline analysis completed by SLR Consulting. It details the baseline understanding of the immediate area around each of the two sites and the wider context.

This Design Development Workbook identifies both spatial and non spatial influences that will help inform the option scenarios. Spatial options and detail on built form and public realm are also presented in the later chapters, with preferred options presented within the Vision Document.



1. The Sites in Context

Strategic Context



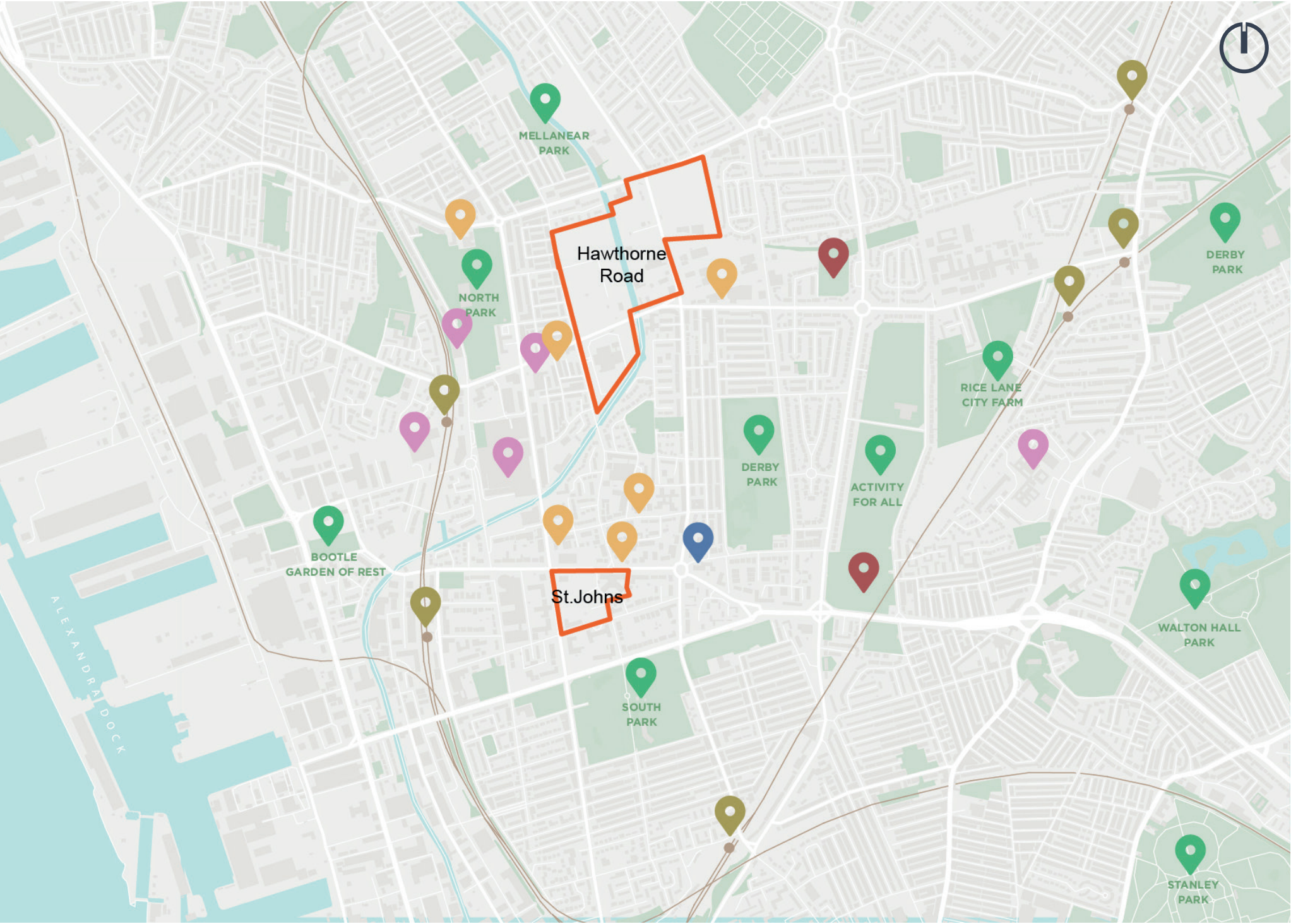
Bootle is a town in the Metropolitan Borough of Sefton, Merseyside England. This plan demonstrates Bootle's proximity to Liverpool and Birkenhead. It sits to the north of Liverpool and is only a 15 minute train journey away from all the amenities of Liverpool city centre.

There is strong drive and ambition for Sefton to put Bootle on the map, and with a strong development pipeline growing north from Liverpool city centre, the centre of Bootle can use this as a catalyst for its own growth ambition.

Major regeneration plans for Liverpool North, Ten Streets and Liverpool Waters will have a significant impact on Bootle and its allure as a place to live.

The Strand regeneration project in Bootle town centre will also have a major impact on the image of Bootle and a destination for events such as Salt and Tar.

Study Areas



The sites sit within a prime location, surrounded by a large number of local assets which are easily accessed on foot by the community.

Recreation - There are a number of larger recreational areas within close proximity to the site (Activity for All on Maguire Avenue, Rice Lane recreation ground, Derby Park and North Park) which provide green space for the local community to enjoy.

Retail and Services - Bootle town centre is within a 15-minute walk from the sites which provides a number of local amenities and services such as shops, pharmacies and groceries. These amenities and services are easily accessed on foot or by car. There are also a number of community centres within the wider area.

Education - There are a number of schools within the catchment of both sites such as Hillside High School and St Monica's RC Primary School.

Green spaces - Similar to recreation, there are a number of local green spaces within walking distance to the sites, most notably, South Park, North Park, Mellanear Park and Derby Park which perform a range of important social and environmental functions. Stanley Park and Walton Hall Park can also be easily accessed.

Key

Site location

Park/Greenspace

School

Shopping Centre/Supermarket

Place of Worship

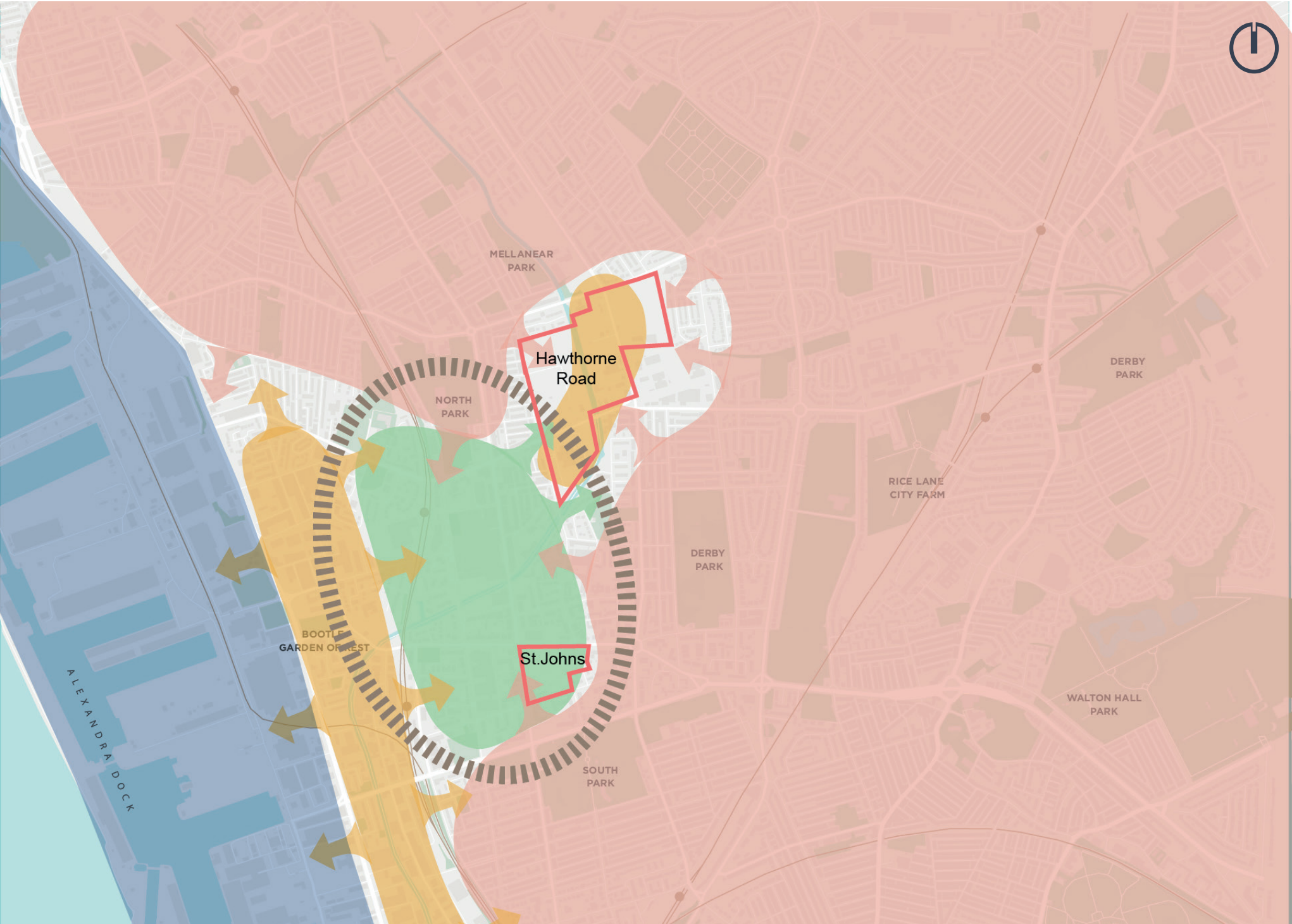
GP/Health centre

Train station

Train lines

Buildings

Landuses



The plan adjacent shows the land uses that have an influence on the sites. To the east, the area is largely made up of residential led areas with large areas of publicly accessible green space. Moving east into the town centre and towards the docklands, more mixed use becomes apparent, with a strong wrap of commercial and employment uses as well as Maritime and port uses are Alexandra Dock,

St. Johns site sits within the mixed-use area of the town centre core and Bootle Village to the north. To the east of the site the character is residential including the Derby Park conservation area.

Hawthorne Road is within walking distance of the mixed-use core of the town centre, however it's character is influenced by residential and employment land uses.

Key

Site Boundary

Maritime / Port

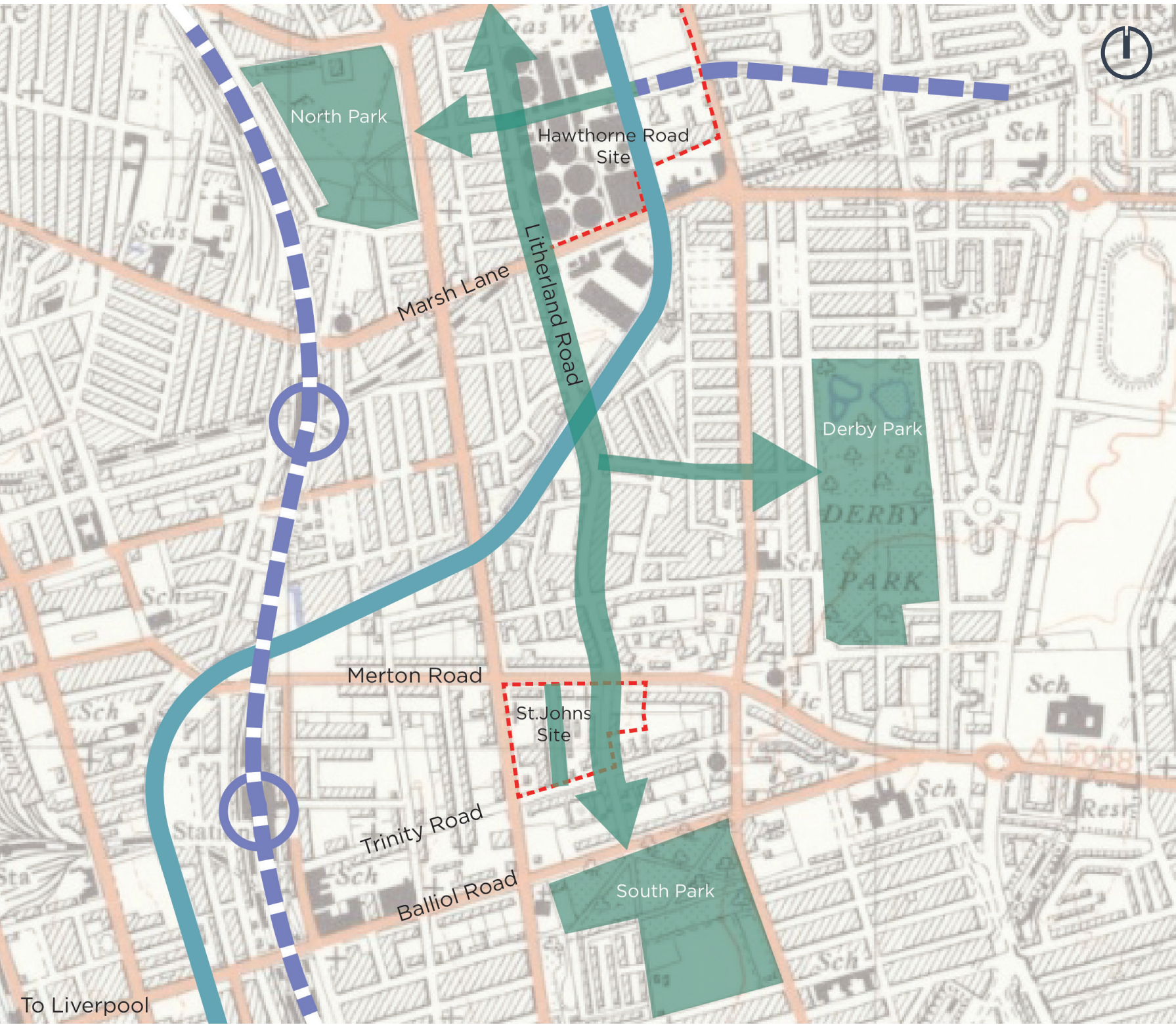
Commercial / Employment

Mixed-use core

Residential

Town Centre

Historic Mapping



The historic map adjacent, from 1912, shows the historic setting of both sites, the efficient layout of roads and infrastructure for the movement of goods and people. The port, industry and train line to the west and residential and recreation grounds/parks to the east.

The Hawthorne Road site shows the gas works and industrial uses alongside the canal.

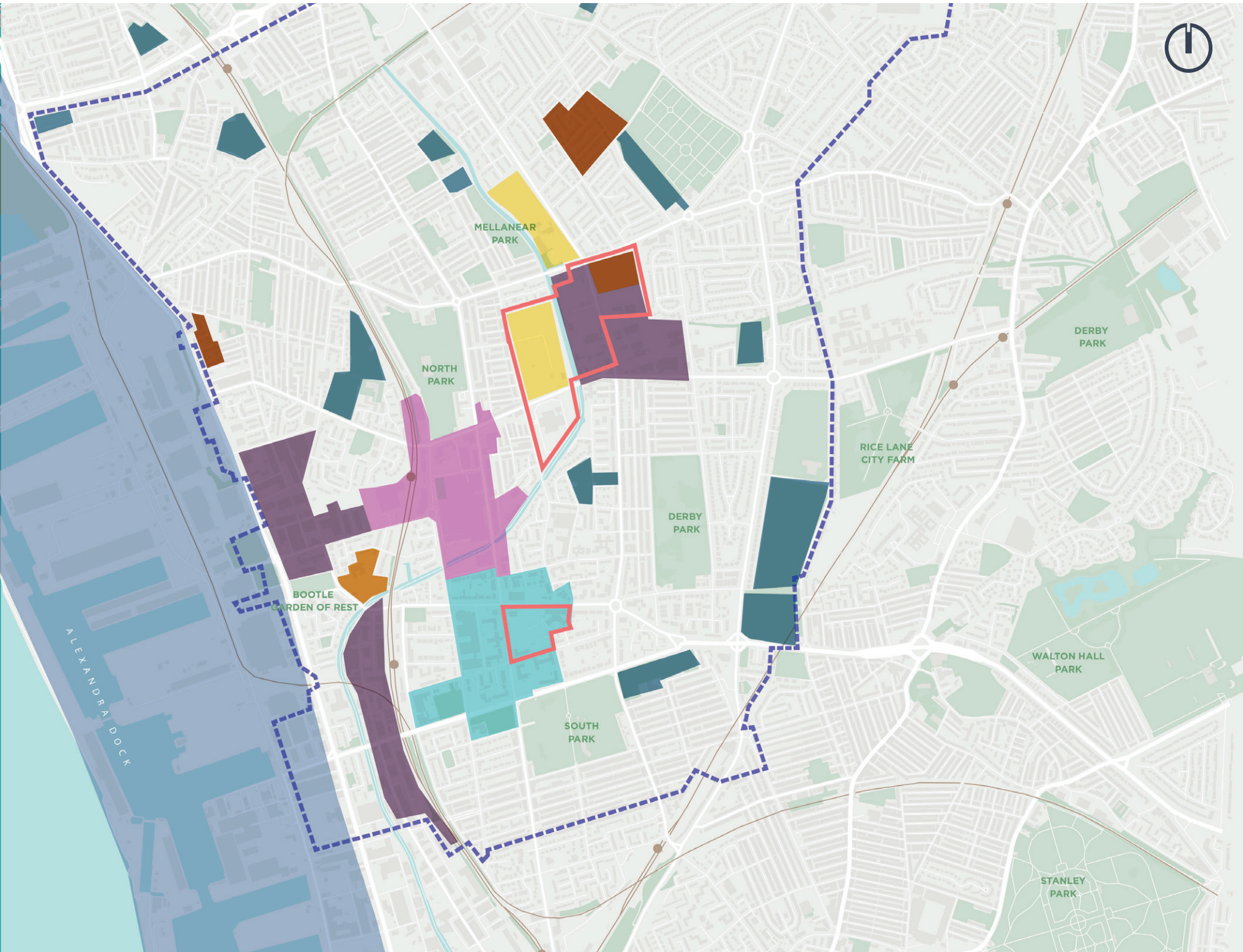
The mansion houses that are seen along Merton Road used to occupy the St. Johns site. There was road that connected South Park to Bootle Village and further on to Litherland Road.

Whilst some streets, buildings and infrastructure has been changed over the years the canal, North Park, South Park and Derby Park have remained intact.



Historic photos
Source: Britain from Above

Planning Context



Bootle is in a time of exciting development and growth. The 2017 Local plan set out the ambition for the future of Sefton for years to come. It details out how new development will be managed in the period from 2015 to 2030 and encourages sustainable development and economic growth. It aims to give current and future generations more opportunities to live and work in Sefton's outstanding environment. Some of the key proposed local plan are identified opposite in the context of the development sites at Hawthorne Road and St Johns.

In addition to the local plan, the Area Action Plan for Bootle, 'Our Future, Our Bootle' sets out a clear vision for the town and the wider area for the next two decades and beyond. Building upon the local plan, the AAP identifies locations within the immediate town centre and beyond where regeneration and investment are needed and also aims to help to secure the homes that people need and want, good quality open spaces and facilities, job opportunities and approaches to tackle climate change and environmental issues.

- Key**
- Site Boundary
 - AAP Boundary
- 2017 Local Plan Allocations**
- Employment area
 - Mixed use areas
 - Education and care institutions
 - Regeneration Area
 - Housing allocations
 - Regeneration opportunity site
 - Port and Maritime Zone
 - The Strand Shopping Centre

2. Understanding St. Johns

St. Johns Today

The Site is bound to the north by Merton Road (A5057) with retail and residential uses further to the north of the A5057, to the east by semi-detached residential dwellings and the Grade II Listed Christ Church Bootle (List ID: 1283643), to the west by The Merton Inn public house, Stanley Road and the Bootle Office Quarter and to the south by Trinity Road, the non-designated heritage asset Bootle Protestant Free Church, residential and commercial uses and South Park.

The Derby Park Conservation Area directly bounds the site to the north (beyond the A5057), the east and south.

This site contains a surface level car park (site of office block demolished in early 2000s circa 18-storeys), an office block currently being demolished and its extensive parking area (St Johns House) and the Merton public house (currently vacant and boarded up). St Hughes House, which is to the southwest of the site, is currently occupied and not part of any redevelopment plans but provides context for the redevelopment of the adjacent land.



Built form and character



Pedestrian crossing on Merton Road to Bootle Village. The mansion house typology can be seen here. Christ Church at the top of Merton road in the background.



View south across the site. Peterhouse Mews apartment blocks and Magdalene House can be seen in the distance.



Wide footpaths, tree planting and street furniture suggest a place to sit, however the lack of activity in the area makes it an unused space



Stanley Road's expansive width, 1960's high rise office blocks and lack of active ground floor frontage make it feel like a desolate and uninviting environment



Site boundary onto Stanley Road



The Merton Inn holds the corner between Merton Road and Stanley Road



Mature trees border the site



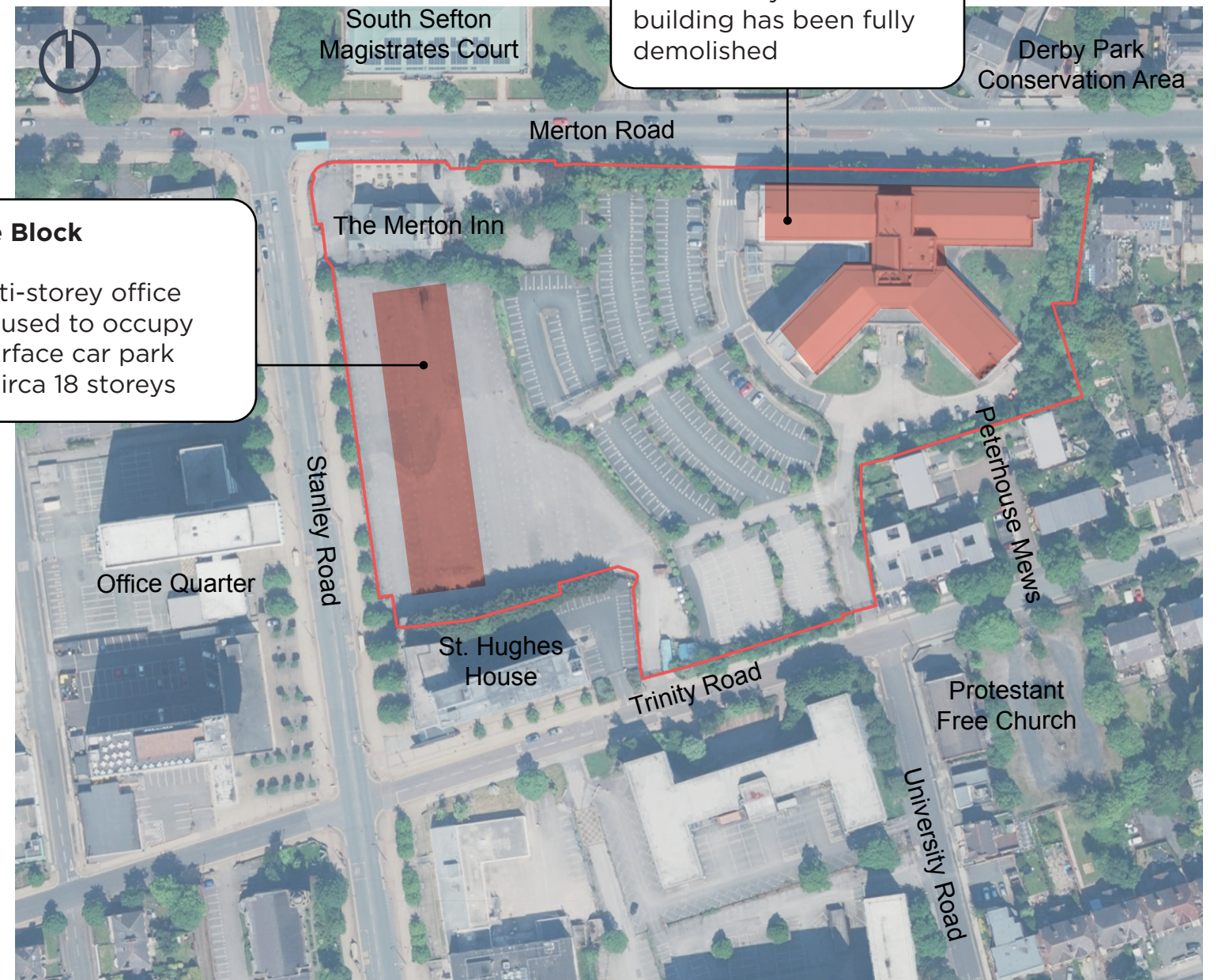
View from the site towards the high rise 1960's buildings to the west

Site History

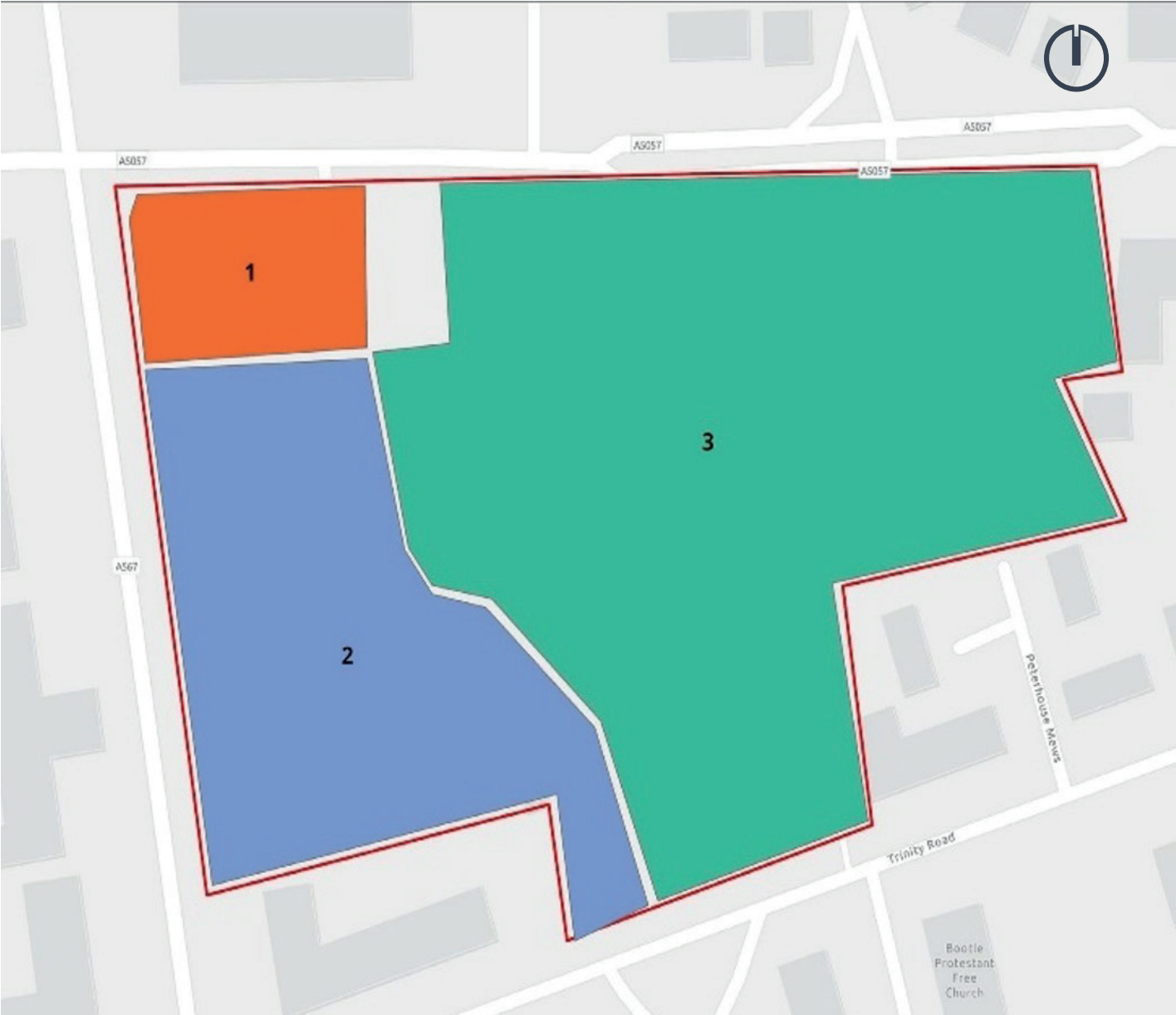


The site was once predominately housing led with various routes through and with greater permeability, however over time, those houses were demolished and the site took on greater commercial and employment uses. This removed a lot of the sites permeability and created large areas of surface parking.

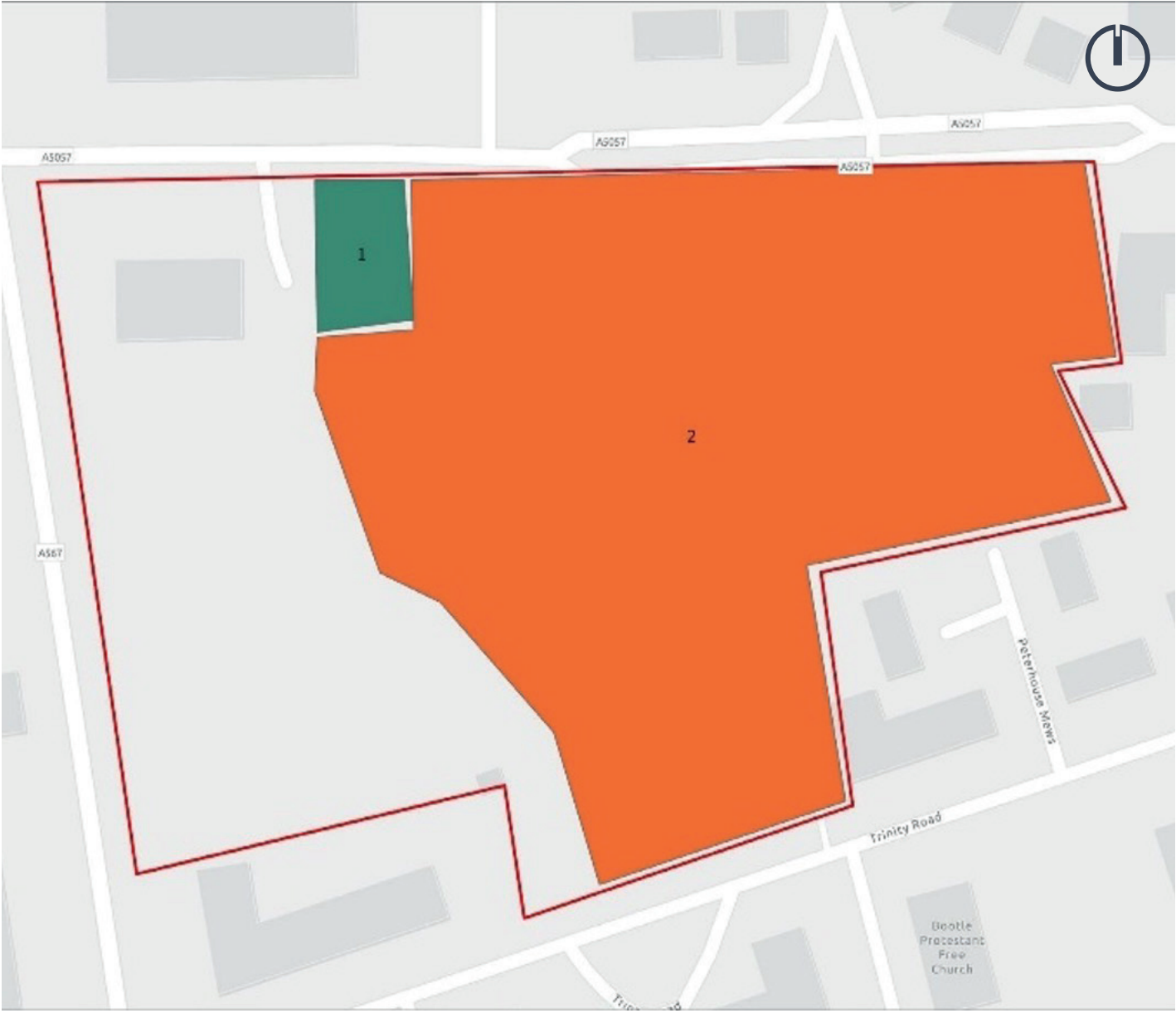
Office Block
A multi-storey office block used to occupy the surface car park site. Circa 18 storeys



Land Ownership

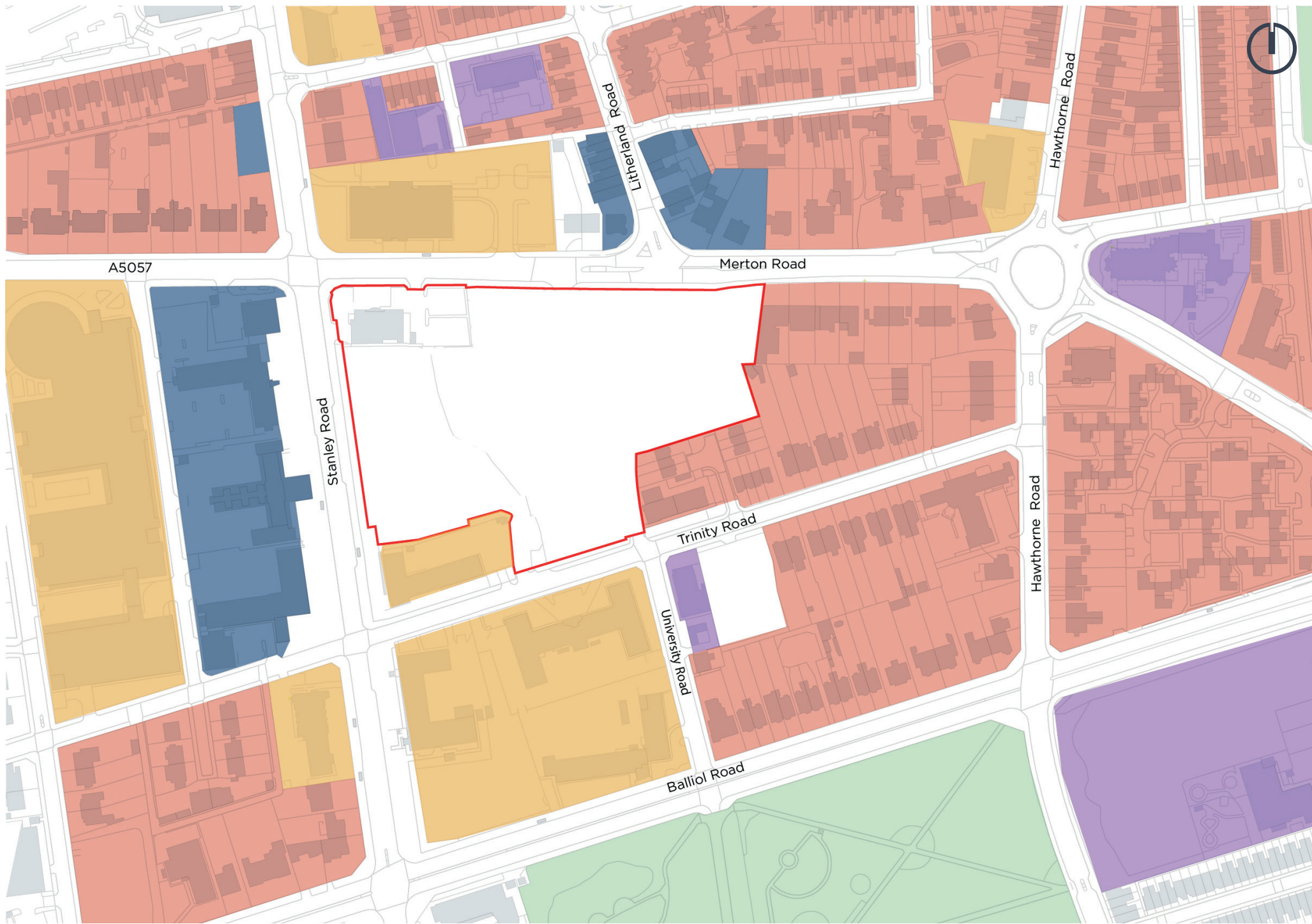


Freehold Interests



Leasehold Interests

Land uses

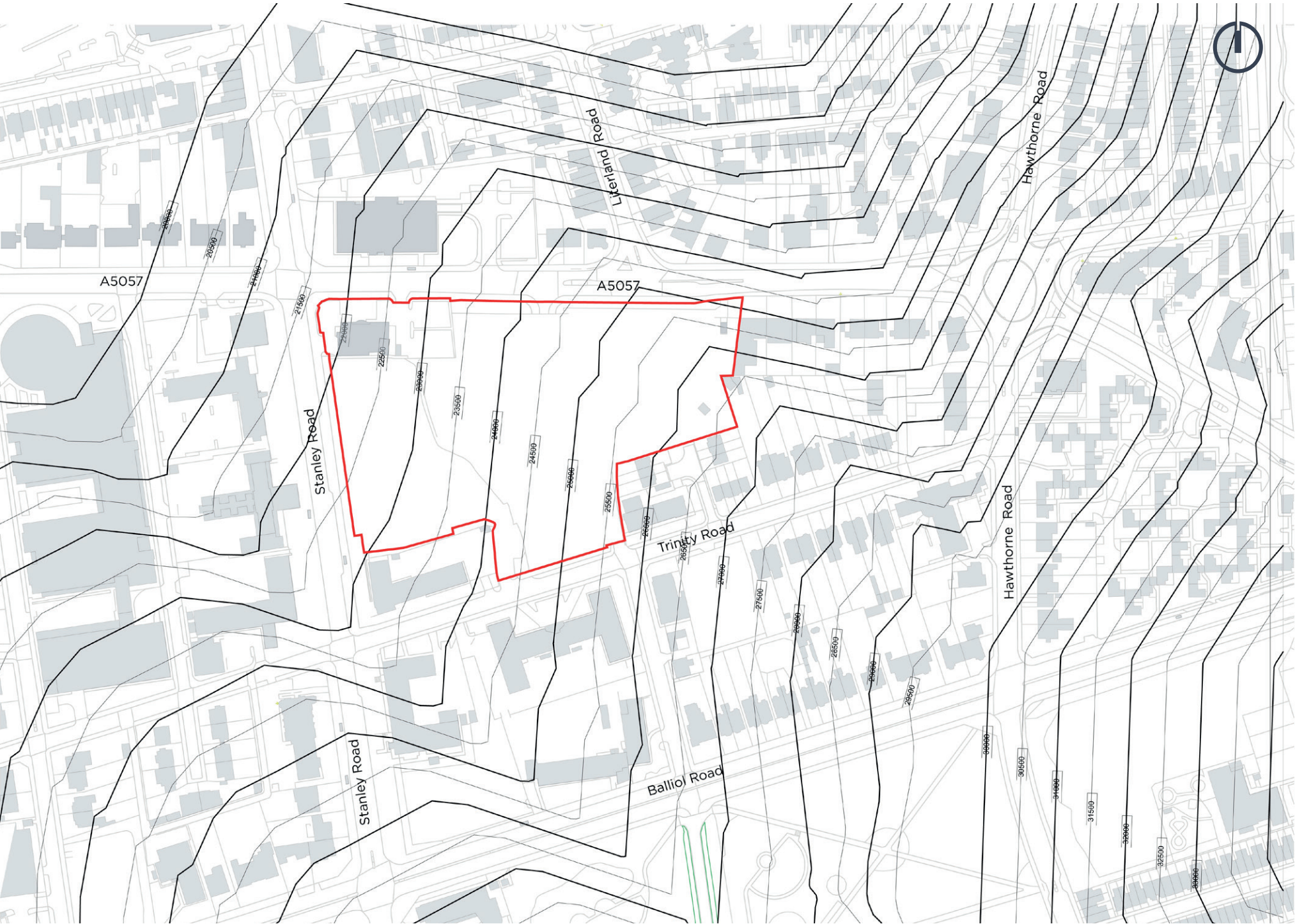


The St Johns site is surrounded by a number of landuses. Primarily to the east is a larger residential offer, lying within the Conservation area. Amongst the residential offer are a number of places if worship, schools and health centres.

To the west of the site, the offer is dominated more by employment and office use before moving further into the mixed uses of the town centre.

- Key**
- Site location
 - Residential
 - Health/Worship/Education
 - Adminsitratve/Employment/Commercial
 - Mixed-Use (residential/F&B/commercial)

Elevation

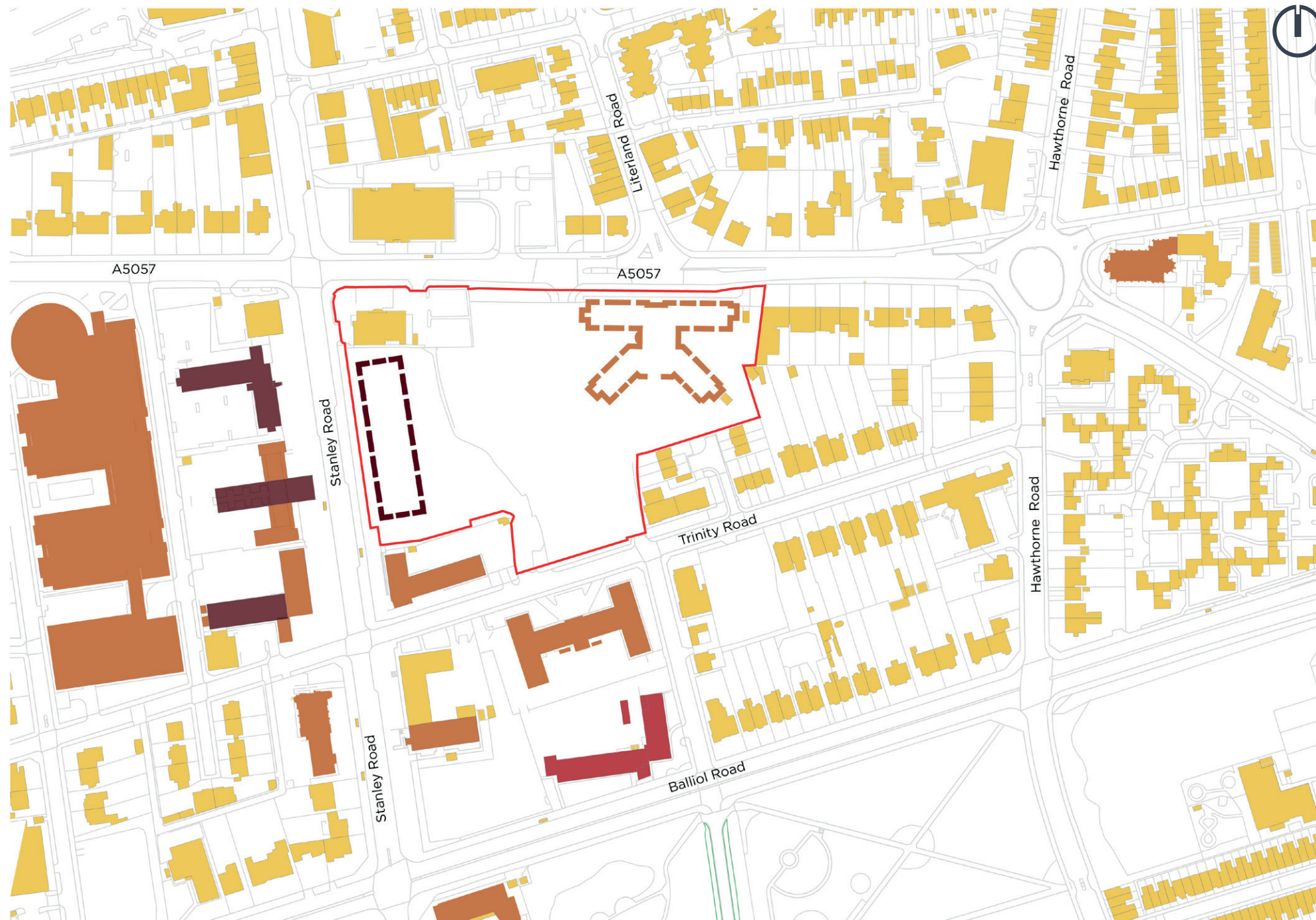


The site notably slopes down from south east to the north east. There are some localised areas of level change, from Merton Road into the site and a notable longer level change from Stanley along Merton Road towards Christ Church.

Where possible, views towards the church and conservation area should be retained and respected.

- Key
-  Site Boundary
 -  Existing surrounding buildings
 -  Primary Contours - at 1m increments
 -  Secondary Contours - at 0.5m increments

Scale and Massing



The locale of the St Johns site offers a variety of uses and subsequently a variety of heights. At present, the larger heights are positioned along Stanley Road to house office and employment uses as well as more mixed uses within the town centre.

To the north and east of the site, the area is largely residential and therefore heights rarely rise above 3 storeys.

It is worth noting, that despite the current vacant nature of the site, historically the site has allowed for buildings of height reaching up to 18 storeys.

Key

-  Site Boundary
-  Existing surrounding buildings

Heights

-  Low: 2-3 storeys
-  Medium: 4-7 storeys
-  Tall: 7-9 storeys
-  Tall: 9-14 storeys

Utilities

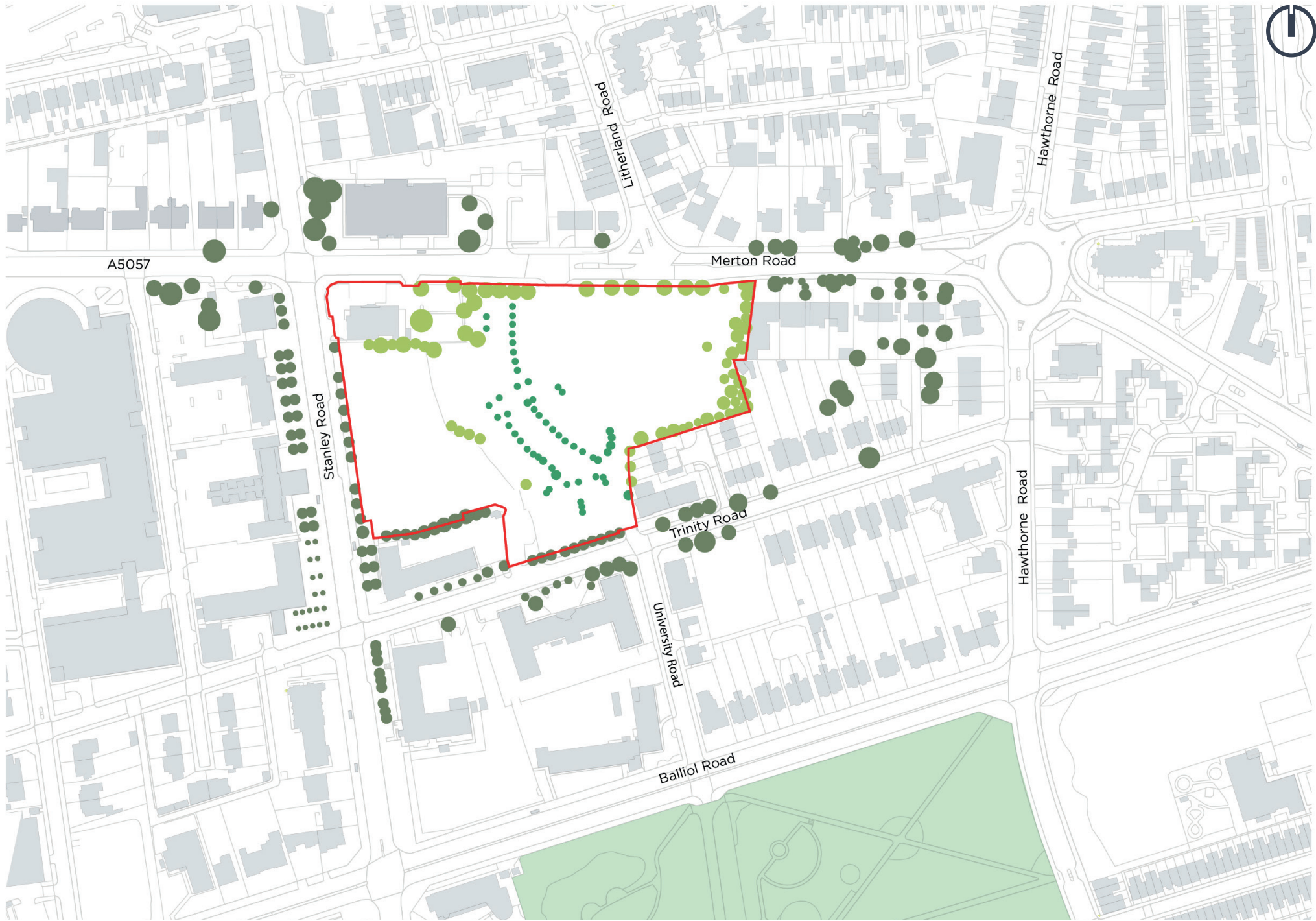
Utilities mapping has not been provided for the St. Johns and surface car park site at this stage.

The following utilities surveys will need to be carried out once design development progresses:

- Gas
- Electricity
- Water
- Environment Agency



Green and Blue Infrastructure



Within the site boundary, there is little to no defined areas of green spaces, most of the existing that could be classified as green space is self seeded due to the inactive nature of the site.

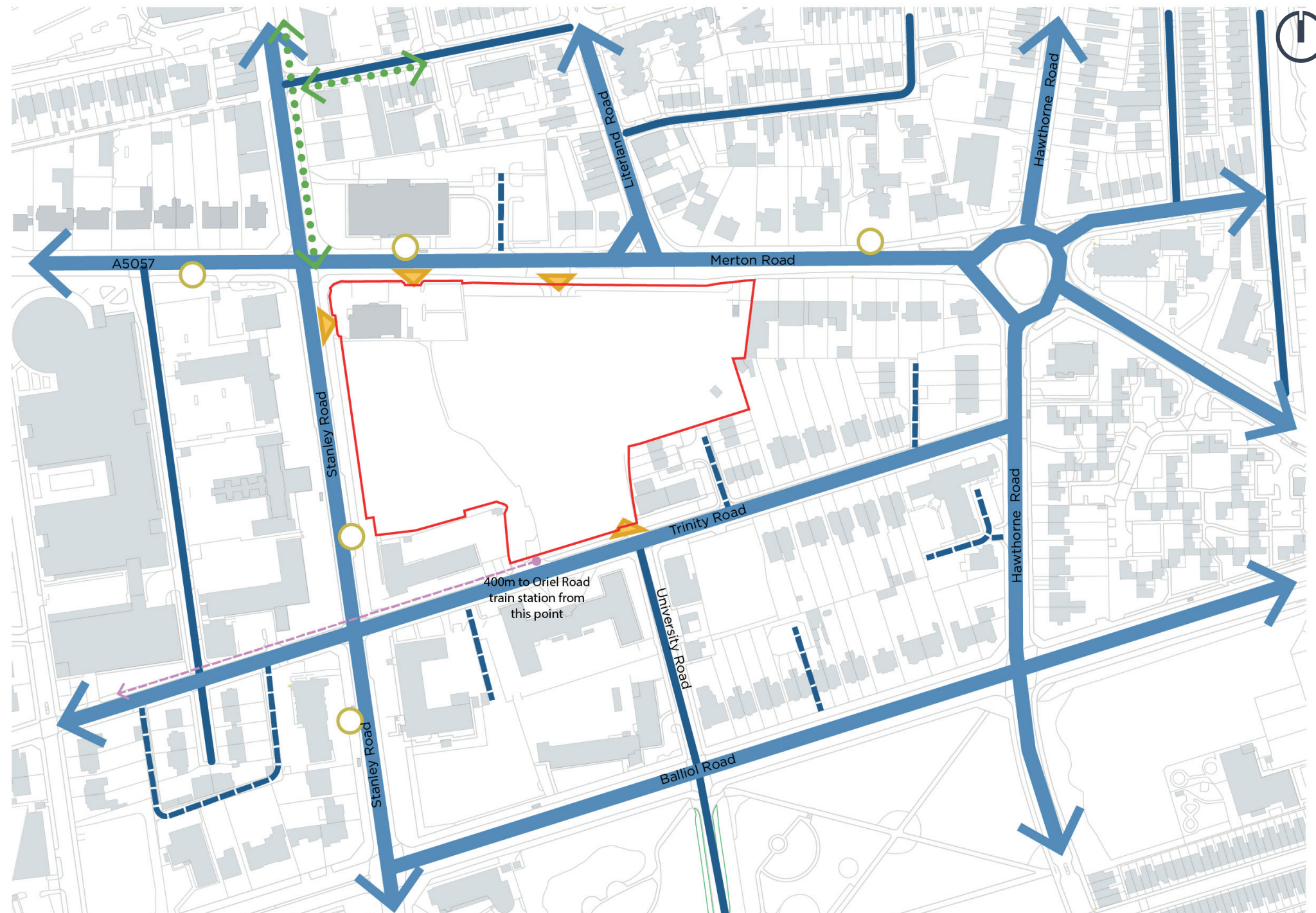
Along the Merton Road boundary, there is a shallow green verge between a boundary fence and the footpath. Existing grass verges appear to be unmanaged and overgrown.

There are a number of existing trees scattered across the site and a larger number of street trees along Trinity Road and Stanley Road. The alignment of planting on Stanley Road feels somewhat like a tree-lined avenue. Whilst there are a large number of trees in the areas, it is important to note that the majority of these are located within private gardens as opposed to the public realm. The mature trees that are located within the public realm provide a range of important environmental and social functions.

Key

-  Site location
-  Established tree on site
-  Recently planted landscape tree
-  Tree planted outside site boundary
-  Park

Local Access and Movement



The highways team have looked at movement and accessibility within the immediate site and how well connected the area is to its surroundings, with further detailed provided in the supporting highways baseline note.

Some of the key points arising from local access and movement analysis include:

- The site is well connected to local amenities with many falling within a 5 , 10 and 15 minute walking catchment.
- It can be noted that segregated and safe cycle provision across the area is limited
- Bus travel via the Mersey Travel Bus network is a popular travel mode for commuting journeys and is likely to also be popular for other journey purposes.
- There are 4 bus stops located within the immediate locale of the site
- The site is within 700m of Oriel Road Merseyrail Station

Key

- Site Boundary
- Existing surrounding buildings
- Highways**
 - Primary Routes
 - Secondary Routes
 - Private Access Road
- Sefton Council Cycle Route / PRow
- Site Access
- Bus Stops

Street Typologies



The character of streets adjacent to the site boundary varies from narrow and quiet residential streets to larger primary corridors to the town centre . Categorising the streets by width assists with beginning to understand how a range of aspects, including pavement and carriageway width, presence of green space, and proximity to residential gardens, differs across the site. This is explored in further detail in the following pages.

Key

Site Boundary

Existing surrounding buildings

Street Hierarchy

40m streets (approx)

20m streets (approx)

14.5m (approx)

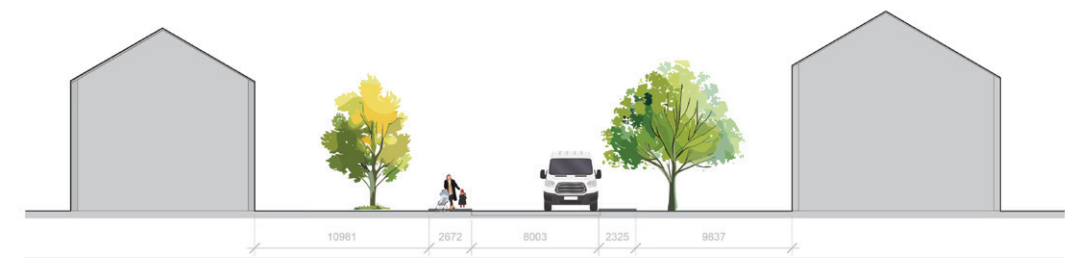
8m streets (approx)

6.5m street (approx)

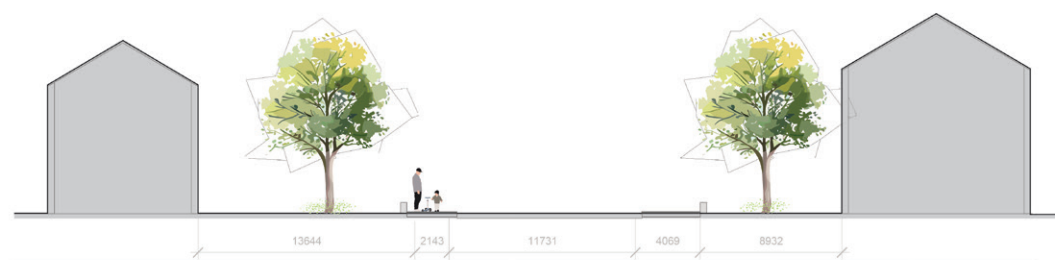
Typical Street Sections



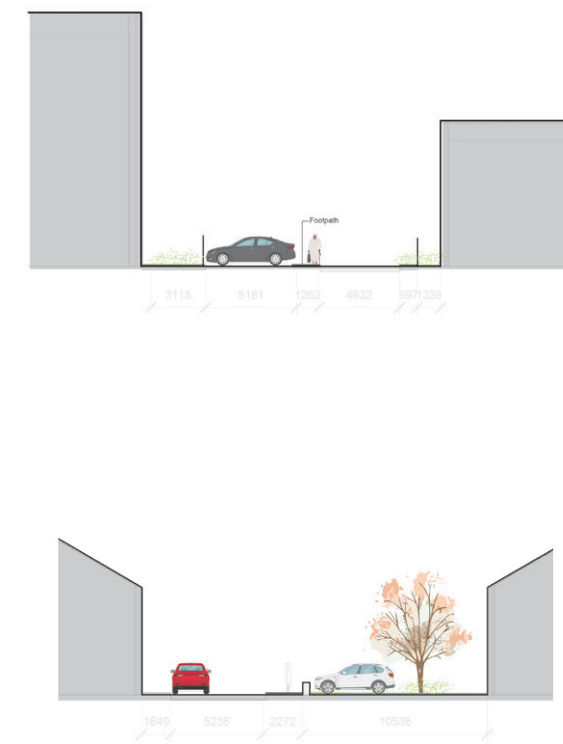
Stanley Road - provides an arterial route through Bootle for both cars and buses. The carriageways is large to allow for HGVs, buses and domestic vehicles. There is limited cycle provision along this route and excessively wide pedestrian footpaths. This route has some street planting to frame the corridor.



Trinity Road - Provides a east west route along the south of the site. The street offers tree planting and wide footpaths to reflect the residential character of the wider area, with a larger offer of on street parking.



Merton Road - Provides a east west route along the north of the site. Similar to that of Trinity Road, the street offers tree planting and wide footpaths to reflect the residential character of the wider area, with limited on street parking.



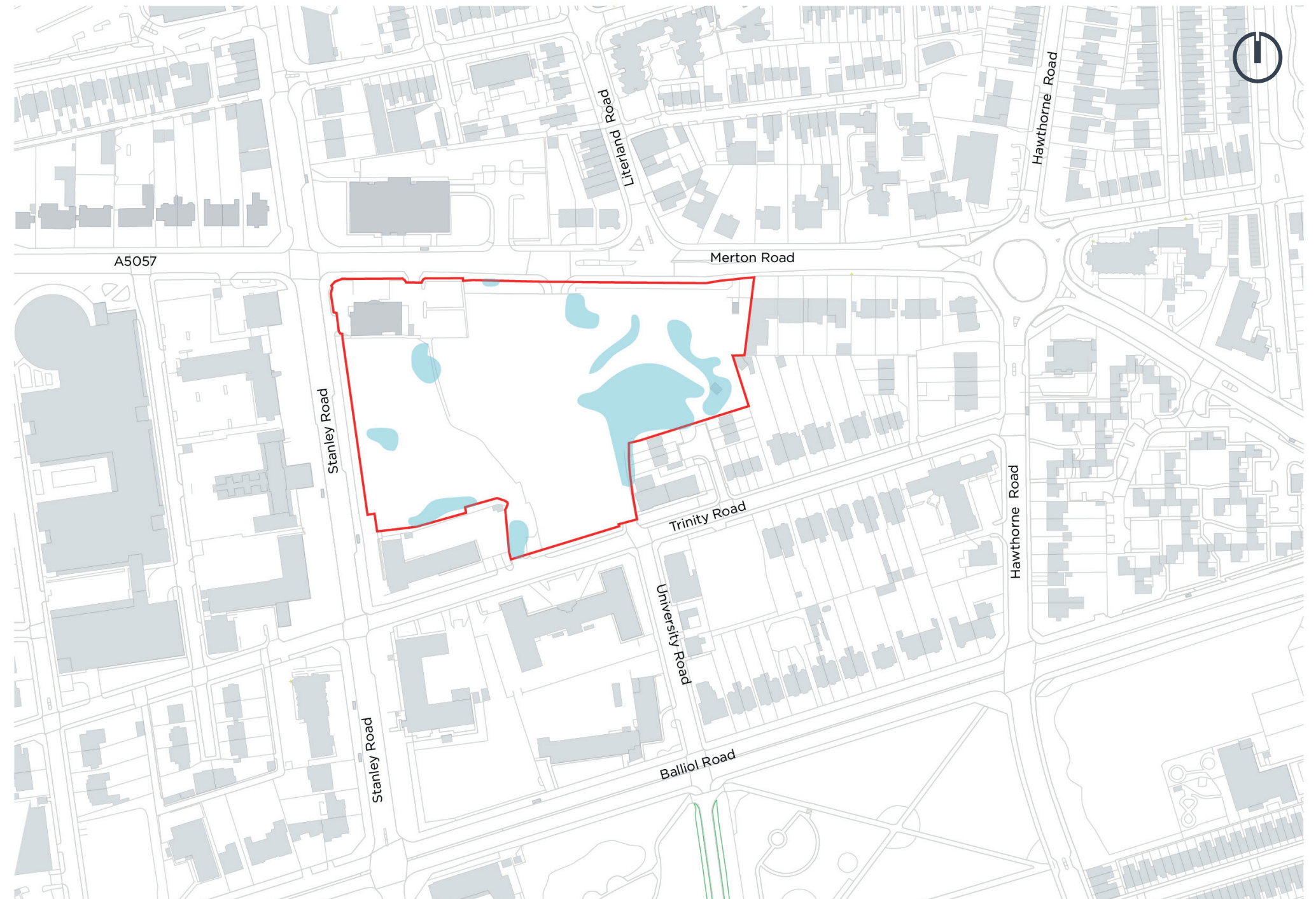
Penthouse Mews and Langdale Street - these streets are quiet tertiary routes serving a small number of residential homes. There are some instances of street greening, mostly in private gardens and narrower carriageways.

Flooding

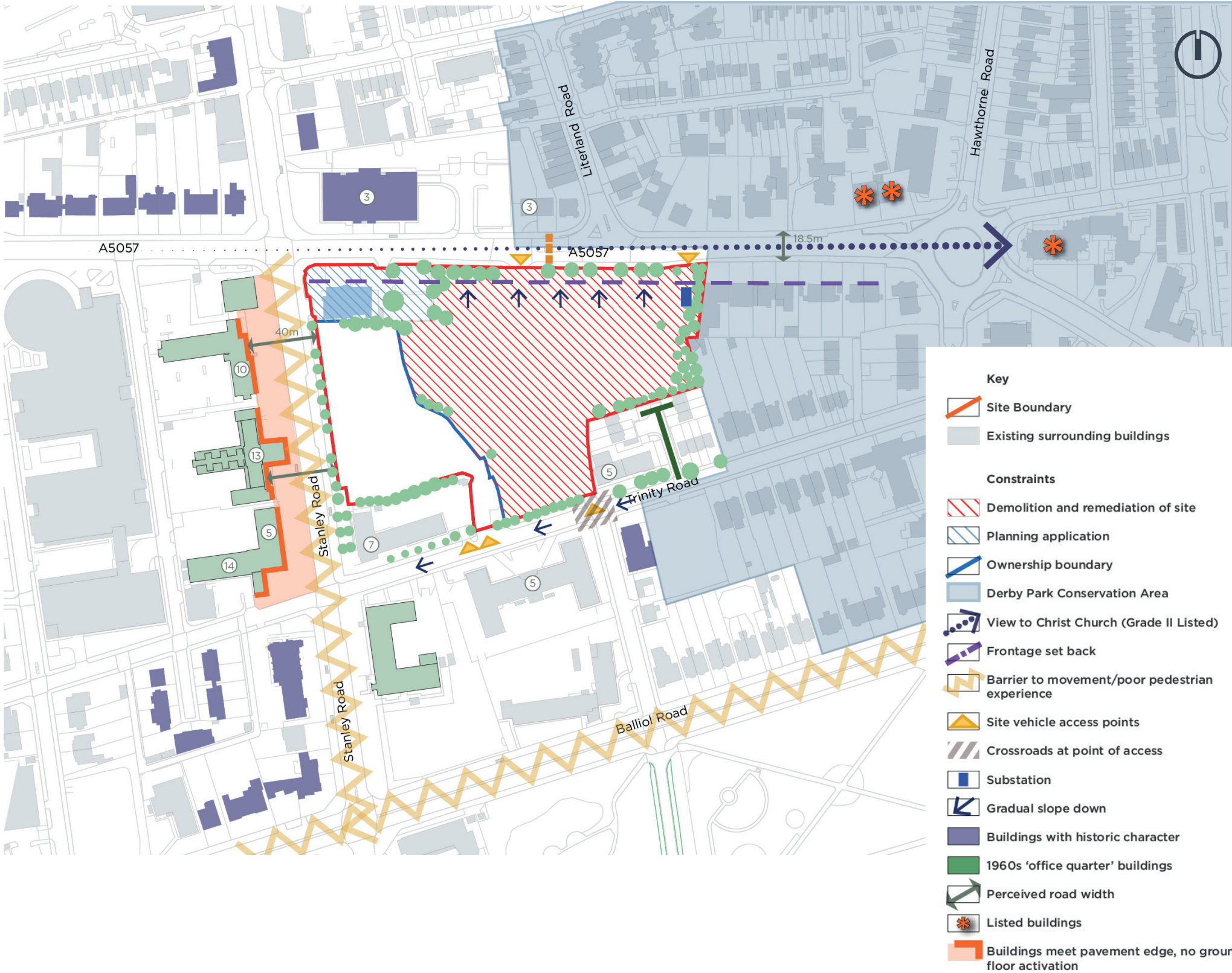
A desktop search of the Environment Agency's flood maps has been carried out. The site boundary does not fall within Flood Zone 2 and 3.

There is however some surface water flooding on site shown in the plan opposite.

A SuDS and drainage strategy will have to be developed in the next stages of design development. This level of detail is outside the scope of this piece of work.



Constraints



- The plan adjacent sets out the key constraints for St Johns when considering future development on site. The key constraints are:
- Not within a specified floodzone, however at risk of surface water flooding
 - Frontage set back from Merton Road to align with existing homes
 - Key views to Christ Church through site
 - 2-3 storey surrounding residential
 - Limited through access currently on site
 - Stanley Lane and Trinity Road create excessively wide corridors bounding the site to the south and west
 - Areas of self seeded vegetation now on site which will need to be considered as part of BNG scoring.
 - Unknown utilities beneath site surface
 - Limited ground floor activation on Stanley Road

Areas of Influence

The St Johns site is influenced can be influenced by the primary uses of the surrounding area. To the west there is height and largely a commercial / mixed use offer, to the south the site can be influenced by connections to South Park and to the north and east of the site, the character of Bootle Village and the surrounding residential areas can be reflected through the site design.

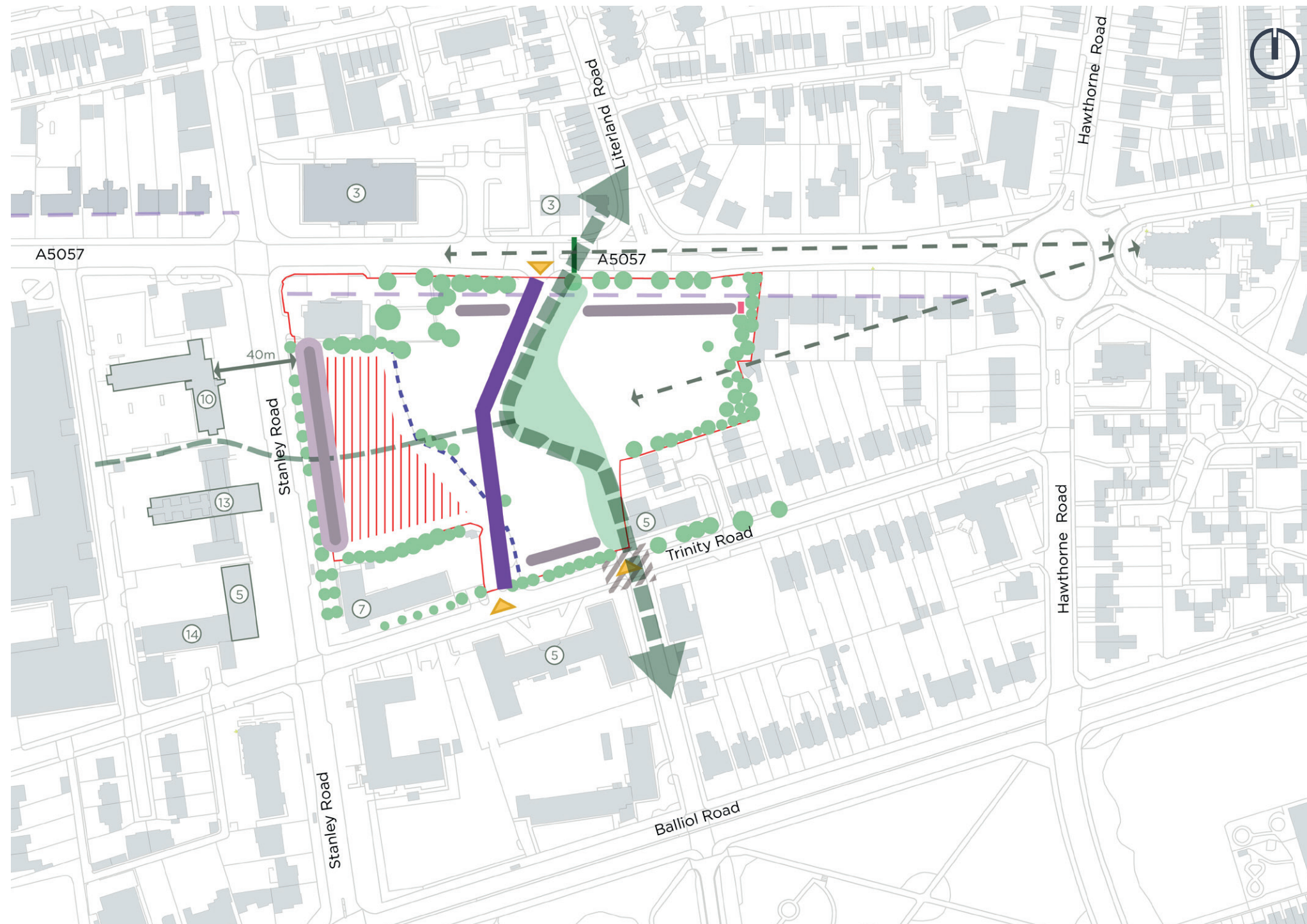
Historic connections south to South Park and to the north towards Bootle Village remain a strong movement principle for future development.

The site is uniquely bound by 3 primary routes which allow for active frontage onto these strategic routes through Bootle such as Trinity Road, and Stanley Road and Merton Road. The variation of site influences around the site such as the height of Stanley Road and the historic character of the Derby Park conservation area allows potential for the site to have an identity and impact on the routes.

- Key
- Site Boundary
 - Existing surrounding buildings
 - Existing street
 - Commercial, commercial refurb to residential, F&B
 - High street
 - Residential & Conservation Area
 - Greenspace
 - Areas of interest/intersection



Site Opportunities



The opportunities of the St Johns site have been established through the site analysis and mapping of known constraints. Key opportunities include:

- Creation of an active travel link running north to south, connecting Bootle Village with South Park
- Improved frontage onto Stanley Road, which could include ground floor uses
- Built form could reflect the established height on Stanley Road
- Development should retain key views to Christ Church where possible
- Potential new vehicle and pedestrian access to allow for greater permeability of the site

Key

- Site Boundary
- Existing surrounding buildings
- Spatial Opportunities**
 - Active travel route
 - Potential vehicular route
 - Potential new site access
 - New frontage
 - Potential for ground floor activation
 - Potential areas for height
 - Key views to Christ Church
 - Green heart of site
 - Current storey height
 - Existing building line

3. St Johns Option Development

Option Development

Option 1 - Full Residential

Key Principles

- North south active travel movement that connects to strategic parks and gardens and to Bootle Village
- Primarily residential with elements of ground floor commercial and retail fronting Stanley Road
- Retained pub for future commercial / leisure use
- Frontage onto Stanley Road to activate street scene
- Opportunity for public realm enhancements from Stanley Road into core of site
- Increase in density and height on Stanley Road
- Height and character to the eastern edges of the site should complement the conservation area

Existing Merton Inn retained: potential new hotel use by others

Development layout able to adapt to ownership boundary should phased procurement be pursued
Robust facade definition to Stanley Road: new building frontages provide strongly defined edge to road to contrast/complement end-on aspects of existing tall buildings

New public realm landscaping relates to area of planted public realm on east of Stanley Road, providing clear pedestrian/cycle route into site

Greater mass and height positioned to western and southern boundaries picking up on surrounding town scape context

Existing vehicular junction positions retained

Generally lower scale typologies to northern and central portions of site: terraces houses, townhouses, duplex flats

New north-south green link provides primary pedestrian-cycleway across site, referencing historic street pattern and providing clear route to South Park

— Site boundary line
— Ownership boundary line



Aerial view from north west



1. Street level view from north west on Stanley Road



2. View from Stanley Road looking east through new public realm



3. Street level view along southern boundary at Trinity Road



4. Street level view along northern boundary on Merton Road

Option 2 - Medium Density

Key Principles

- North south active travel movement that connects to strategic parks and gardens and to Bootle Village
- Primarily residential with elements of ground floor commercial and retail fronting Stanley Road
- Retained pub for future commercial / leisure use
- Frontage onto Stanley Road to activate street scene
- Opportunity for public realm enhancements from Stanley Road into core of site
- Increase in density and height on Stanley Road
- Height and character to the eastern edges of the site should complement the conservation area

Existing Merton Inn retained: potential new hotel use by others
Development layout able to adapt to ownership boundary should phased procurement be pursued
Robust facade definition to Stanley Road: new building frontages provide strongly defined edge to road to contrast/complement end-on aspects of existing tall buildings
Higher density achieved with flatted blocks in central portion of site

New public realm landscaping relates to area of planted public realm on east of Stanley Road, providing clear pedestrian/cycle route into site and offering prominent corners for options with ground floor active uses

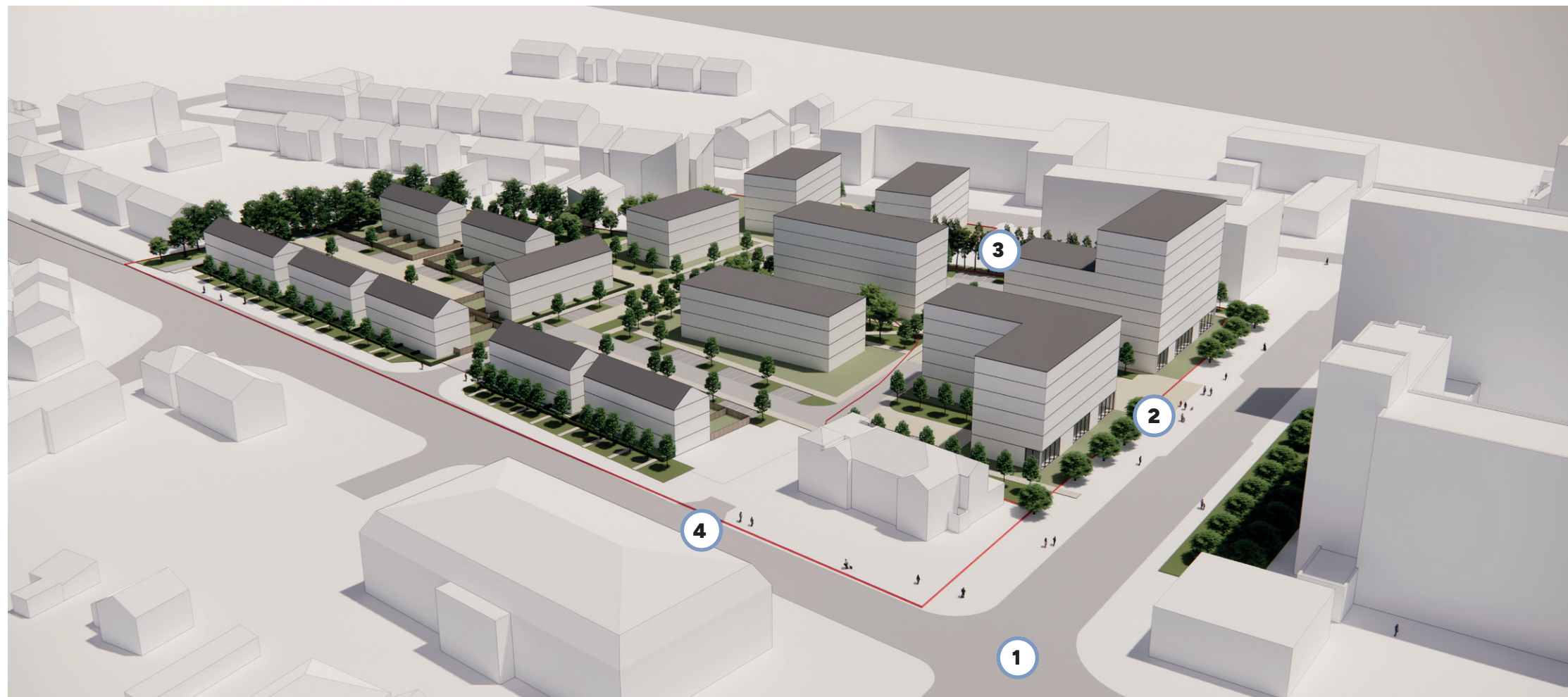
Greater mass and height positioned to western and southern boundaries picking up on surrounding town scape context

Existing vehicular junction positions retained

Generally lower scale typologies to northern and central portions of site: terraces houses, townhouses, duplex flats

New north-south green link provides primary pedestrian-cycleway across site, referencing historic street pattern and providing clear route to South Park

— Site boundary line
— Ownership boundary line



Aerial view from north west



1. Street level view from north west on Stanley Road



2. View from Stanley Road looking east through new public realm



3. Street level view along southern boundary at Trinity Road



4. Street level view along northern boundary on Merton Road

Option 3 - Mixed Use

Key Principles

- North south active travel movement that connects to strategic parks and gardens and to Bootle village
- Primarily residential with elements of ground floor commercial and retail fronting Stanley road
- Proposals for a hotel on Trinity Road
- Retained pub for future commercial / leisure use
- Frontage onto Stanley road to activate street scene
- Opportunity for public realm enhancements from Stanley road into core of site
- Landmark buildings to frame public realm
- High density scheme that could explore 10 Storeys + on Stanley Road
- Height and character to the eastern edges of the site should complement the conservation area

Existing Merton Inn retained: potential new hotel use by others

Development layout able to adapt to ownership boundary should phased procurement be pursued
Robust facade definition to Stanley Road: new building frontages provide strongly defined edge to road to contrast/complement end-on aspects of existing tall buildings

Higher density achieved with flatted blocks in central portion of site

New public realm landscaping relates to area of planted public realm on east of Stanley Road, providing clear pedestrian/cycle route into site and offering prominent corners for options with ground floor active uses

Greater mass and height positioned to western and southern boundaries picking up on surrounding town scape context

Existing vehicular junction positions retained

Generally lower scale typologies to northern and central portions of site: terraces houses, townhouses, duplex flats

New north-south green link provides primary pedestrian-cycleway across site, referencing historic street pattern and providing clear route to South Park

Site boundary line
Ownership boundary line



Aerial view from north west



1. Street level view from north west on Stanley Road



2. View from Stanley Road looking east through new public realm



3. Street level view along southern boundary at Trinity Road



4. Street level view along northern boundary on Merton Road

4. Understanding Hawthorne Road

Hawthorne Road Today

The Site is bound to the north by Linacre Lane (A566) and bridge, with residential and employment/industrial uses further to the north of the A566 to the east by semi-detached residential dwellings, to the west by Litherland Road and rows of two storey Victorian terraces and North Park, and to the south by Linacre Lane and bridge and 1960's infill residential development. Through the middle of the site runs the Leeds to Liverpool canal.

This site contains:

- The Linacre Gas works which has been in-situ since Victorian times
- Linacre House a three storey office building surrounded by surface car parking;
- The Leeds to Liverpool canal;
- A mix of businesses, industrial uses and employment areas;
- Scrub land



Built Form and Character



3m high brick wall borders the site and separates the site from the canal tow path



View from Linacre bridge looking south towards the gas works and telephone mast



Recent housing development on the corner of Linacre Lane and Hawthorne Road. 4 storey apartment building holds the corner of the intersection.



Ash Street Baptist Church in the foreground, with the Victorian rows of 2 storey terraces behind. The Triad building can be seen in the background towering over the residential terraces. Bootle New Strand train station sits just behind it.



Scale and form of the gas holders



Historic industrial buildings along Litherland Road



Historic industrial buildings along Litherland Road



Tight streets of Victorian terraced workers houses run perpendicular to the site

Site History



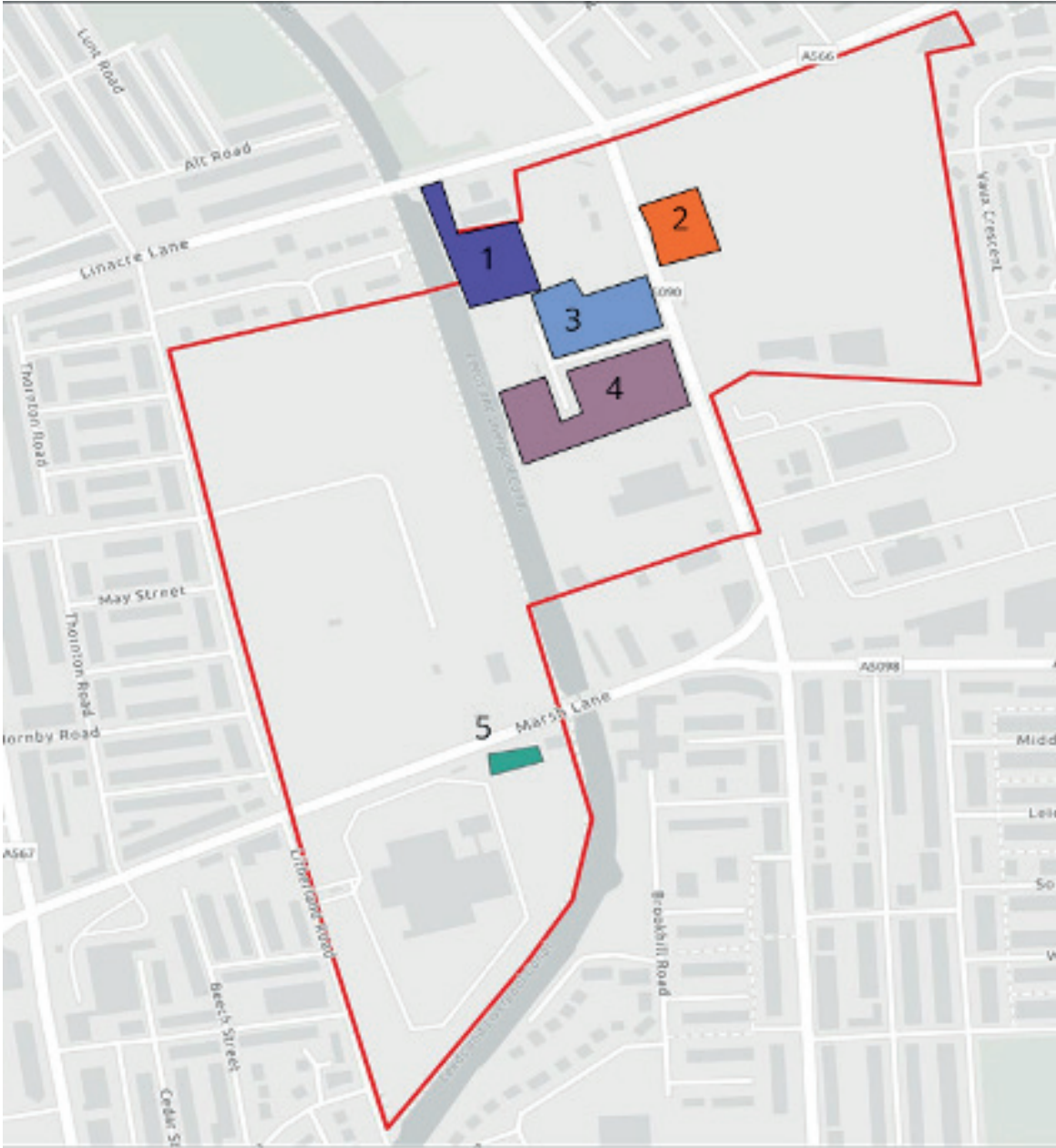
The plan to the left shows the Hawthorne Road site between 1841 -1952. Interestingly the site plan looks largely similar today with terraced residential streets to the west, Linacre Gas works on-site and industrial asphalt works and creosote plantes to the east.

A goods railway punches through the site to the east, of which the remains of the routing can still be found on site. Today this area is largely overgrown and no longer utilised by the on site uses.

Land Ownership

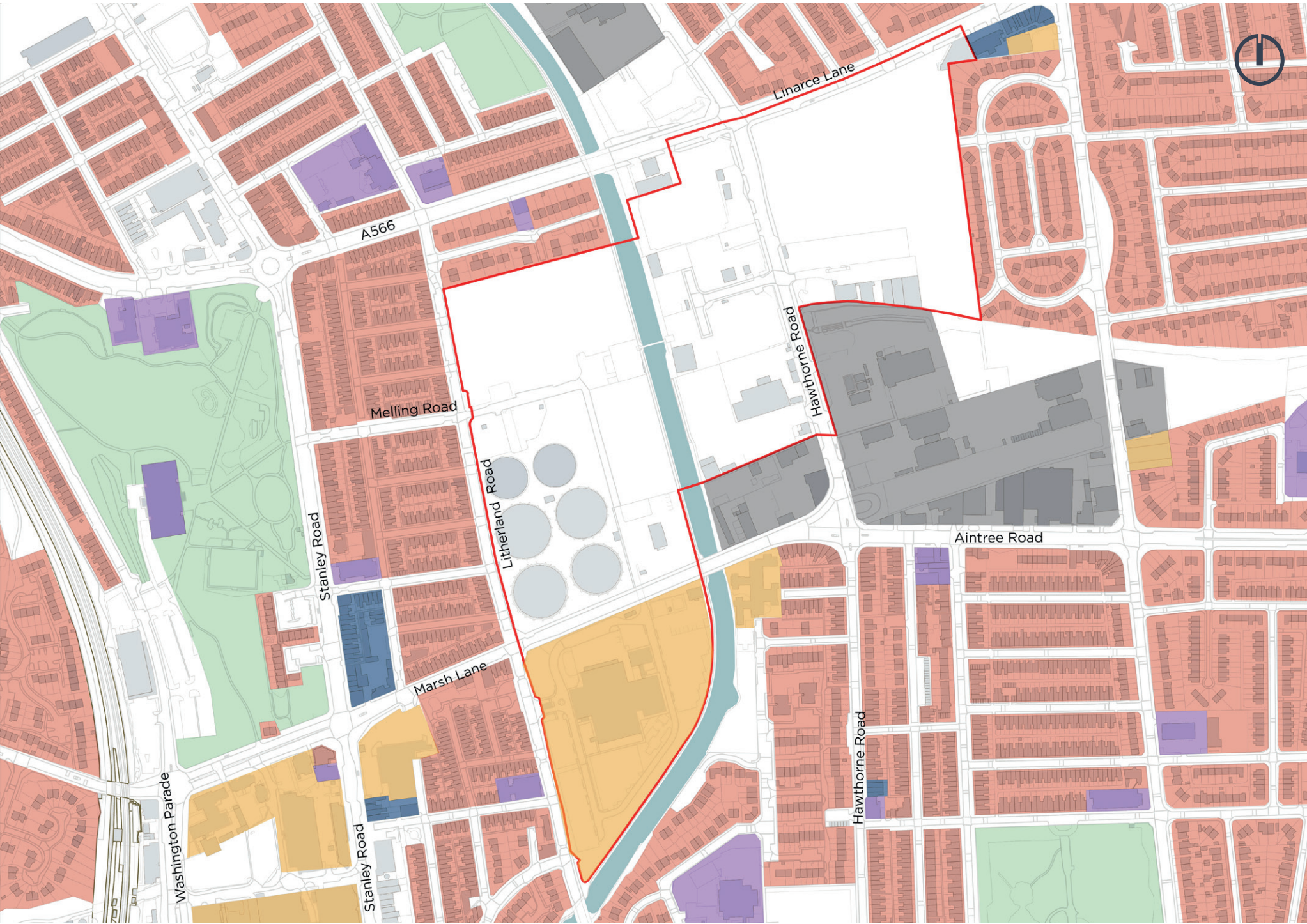


Freehold Interests



Leasehold Interests

Land Uses



The Hawthorne Road site is surrounded largely by residential uses with local amenities such as schools, places of worship and health services.

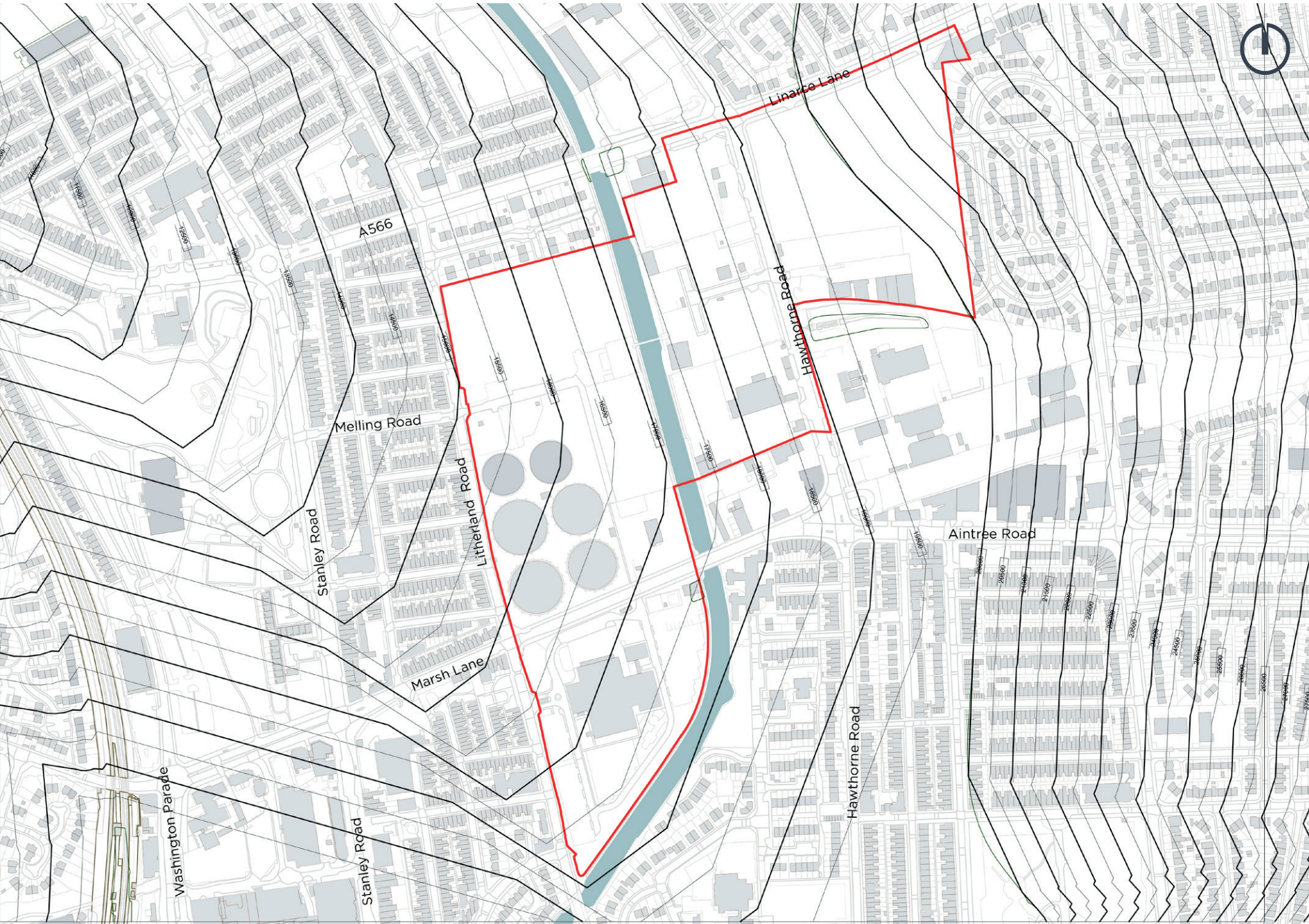
However, an active mix of employment, commercial and industrial uses are dotted across its immediate locale which changes the character of the centre of the site.

Further discussions will be had with landowners within the site to establish the future of the industrial and commercial uses within the site boundary.

Key

-  Site location
-  Residential
-  Health/Worship/Education
-  Adminsitratve/Employment/Commercial
-  Mixed-Use (residential/F&B/commercial
-  Industrial

Elevation

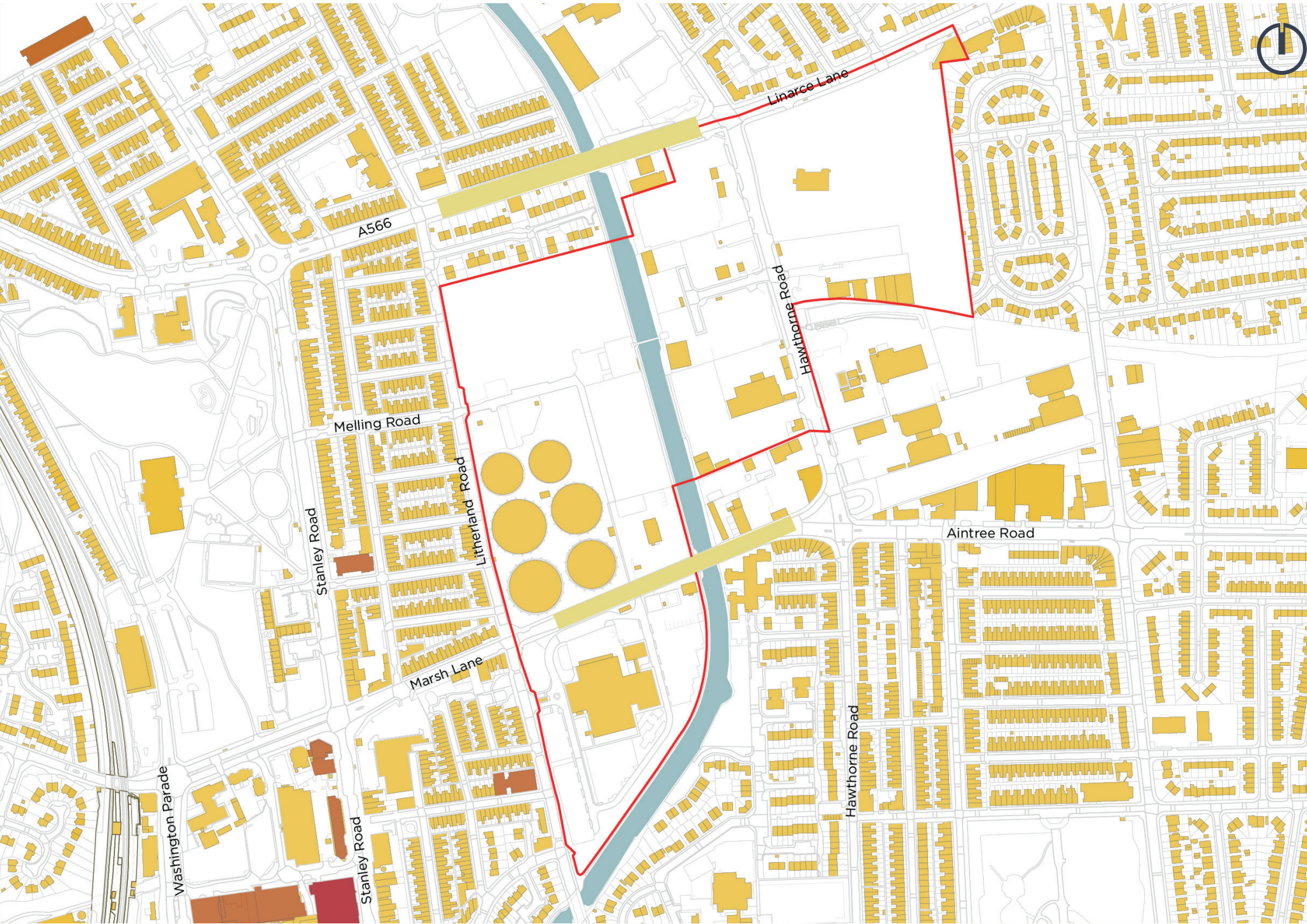


The site is relatively flat due to its proximity to the Leeds and Liverpool Canal down from south east to the north east. There are some localised areas of level change in the north eastern area along the area of the disused railway line.

Marsh Lane rises above the site, providing an area of height in the southern area. This allows for the road infrastructure to cross over the canal and for pedestrian and cycle access along the canal to be retained.

- Key
-  Site Boundary
 -  Existing surrounding buildings
 -  Primary Contours - at 1m increments
 -  Secondary Contours - at 0.5m increments

Scale and Massing



Due to the residential nature of the surrounding area, building heights are relatively low and rarely reach above 2-3 storeys.

The highway bridges at Linacre Lane and Marsh Lane provide areas of height in the immediate area, with taller buildings being largely located to the south west of the site on Stanley Road where more commercial and employment uses are positioned.

Key

Site Boundary

Existing surrounding buildings

Heights

Bridge 1-2 storeys

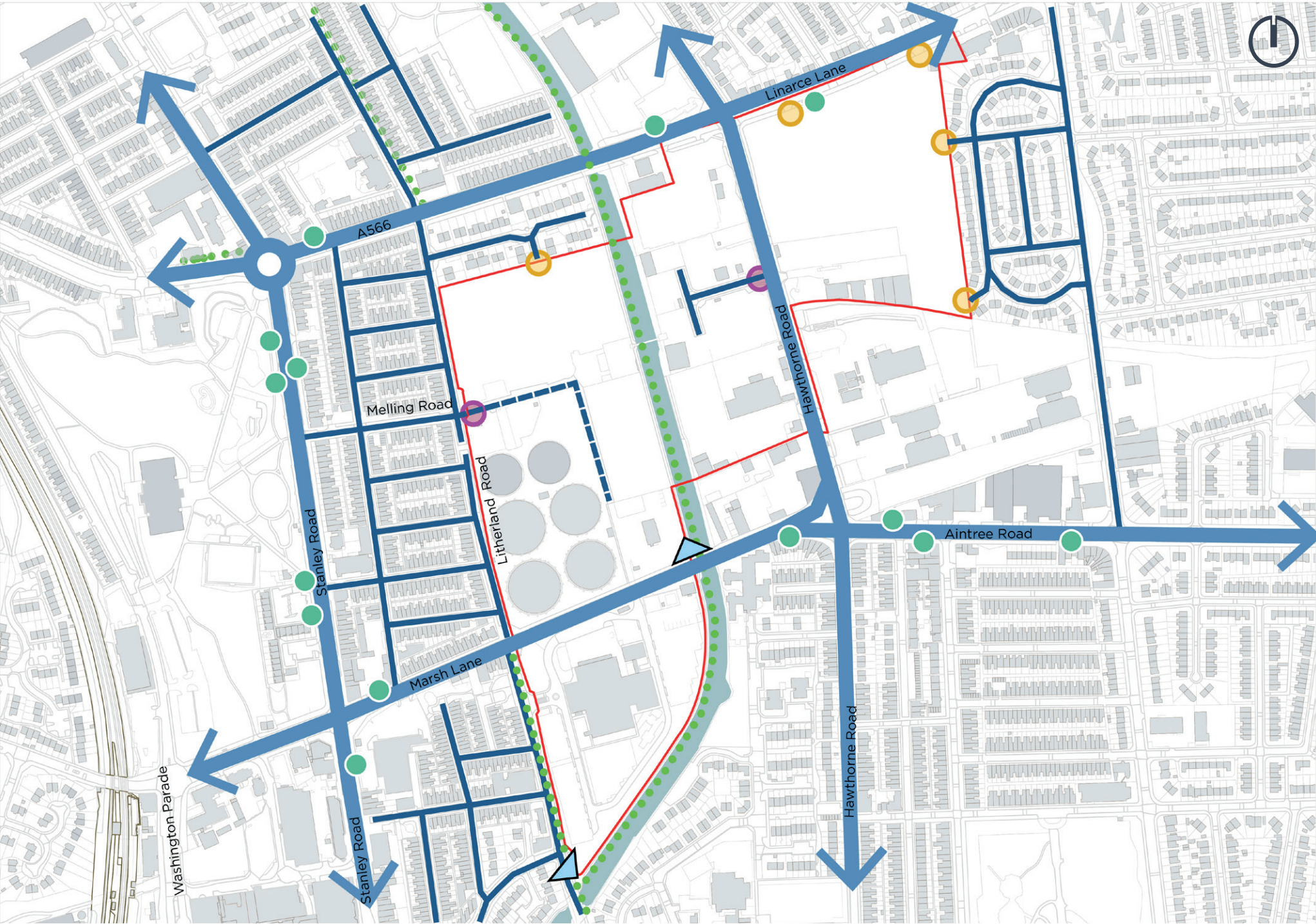
Low: 2-3 storeys

Medium: 4-7 storeys

Tall: 7-14 storeys



Local Access and Movement



The highways team have looked at movement and accessibility within the immediate site and how well connected the area is to its surroundings, with further detailed provided in the supporting highways baseline note.

Some of the key points arising from local access and movement analysis include:

- The site is well connected to local amenities with many falling within a 5 , 10 and 15 minute walking catchment.
- It can be noted that segregated and safe cycle provision across the area is limited
- Bus travel via the Mersey Travel Bus network is a popular travel mode for commuting journeys and is likely to also be popular for other journey purposes.
- There are large number of bus stops located within the immediate locale of the site
- The site is within 450m of Bootle New Strand Merseyrail Station
- The site is also connected to the canal network and the towpath along it. Bootle Strand Shopping Centre is a 15 minute walk.

Key

- Site Boundary
- Existing surrounding buildings
- Highways
 - Primary Routes
 - Secondary Routes
 - Private Access Road
- Sefton Council Cycle Route / PRoW
- Primary Site Access (including pedestrian only)
- Potential for future site access
- Bus Stops
- Canal Access

Green and Blue Infrastructure



The site benefits from being adjacent to the Leeds and Liverpool Canal. It sits within close proximity to Mellanear Park, North Park and Derby Park.

A desktop survey has been done by looking at aerial imagery to ascertain the location of tree planting on and around site. A tree survey has not been commissioned as park of this scope of work.

To the portion of the site to the south of Marsh Lane there are some well established trees that have been planted as part of a landscaping scheme. To the north of Marsh Lane large areas of naturalised, self seeded trees have grown on scrub land over time.

A tree survey and Biodiversity Net Gain survey will have to be carried out prior to any further work.

Key

Site location

Established tree on site (landscaped)

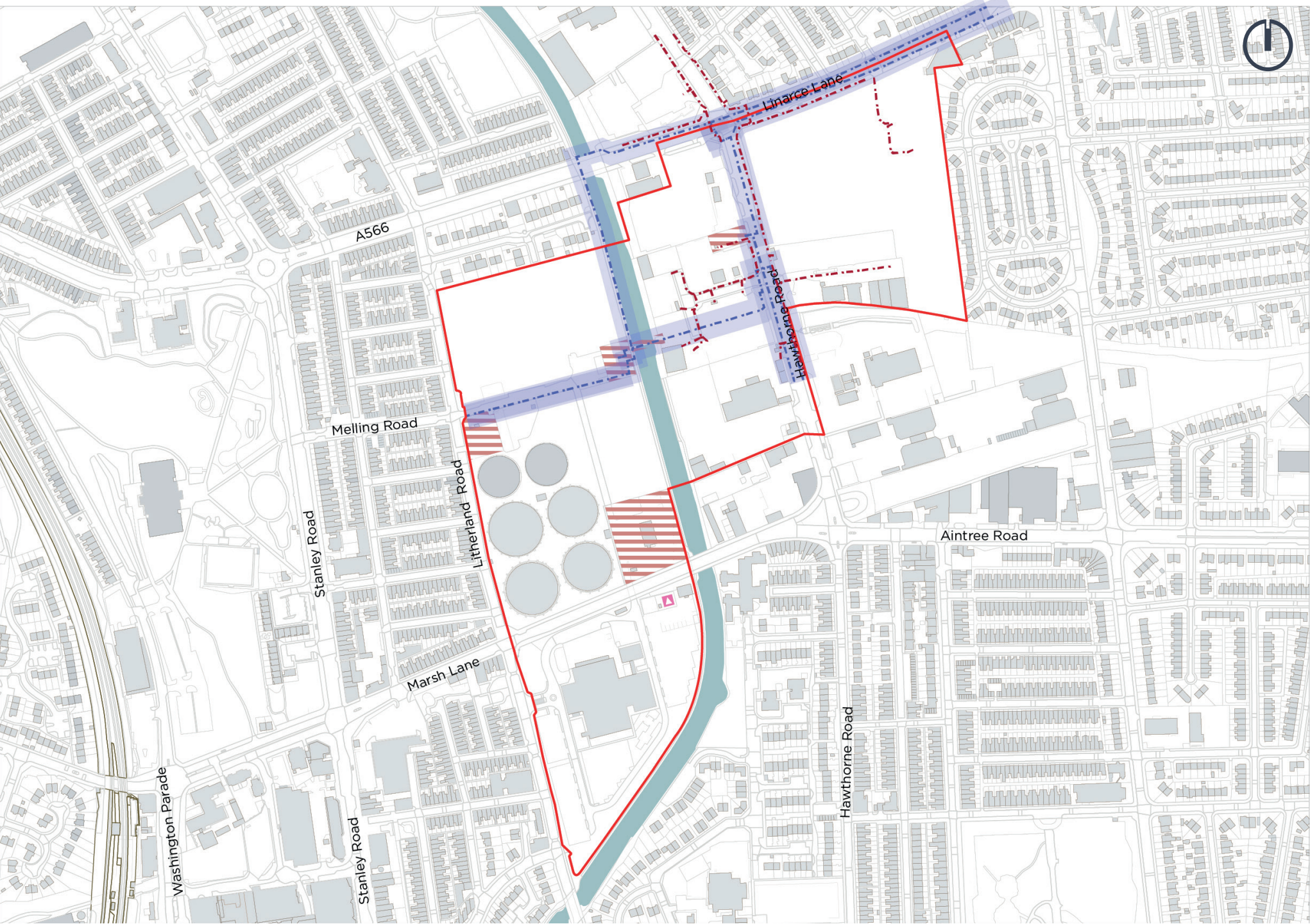
Self-seeded trees

Tree planted outside site boundary

Park

Leeds and Liverpool Canal

Utilities



The Hawthorne Road site is heavy in utility infrastructure due to its past use as a gas holder site.

Some underground utility survey information has been provided by Sefton Council, however it is not extensive and further underground surveys will have to be undertaken prior to progression of development on the site.

The grade of gas pipes and electricity cables has not been provided. There could be development offsets or COMAH zones to this utility infrastructure which may impact on developable area on site.

Underground surveys are outside of the scope of this piece of work.

The areas hatched in red convey areas of the gas works/ infrastructure which are to be retained.

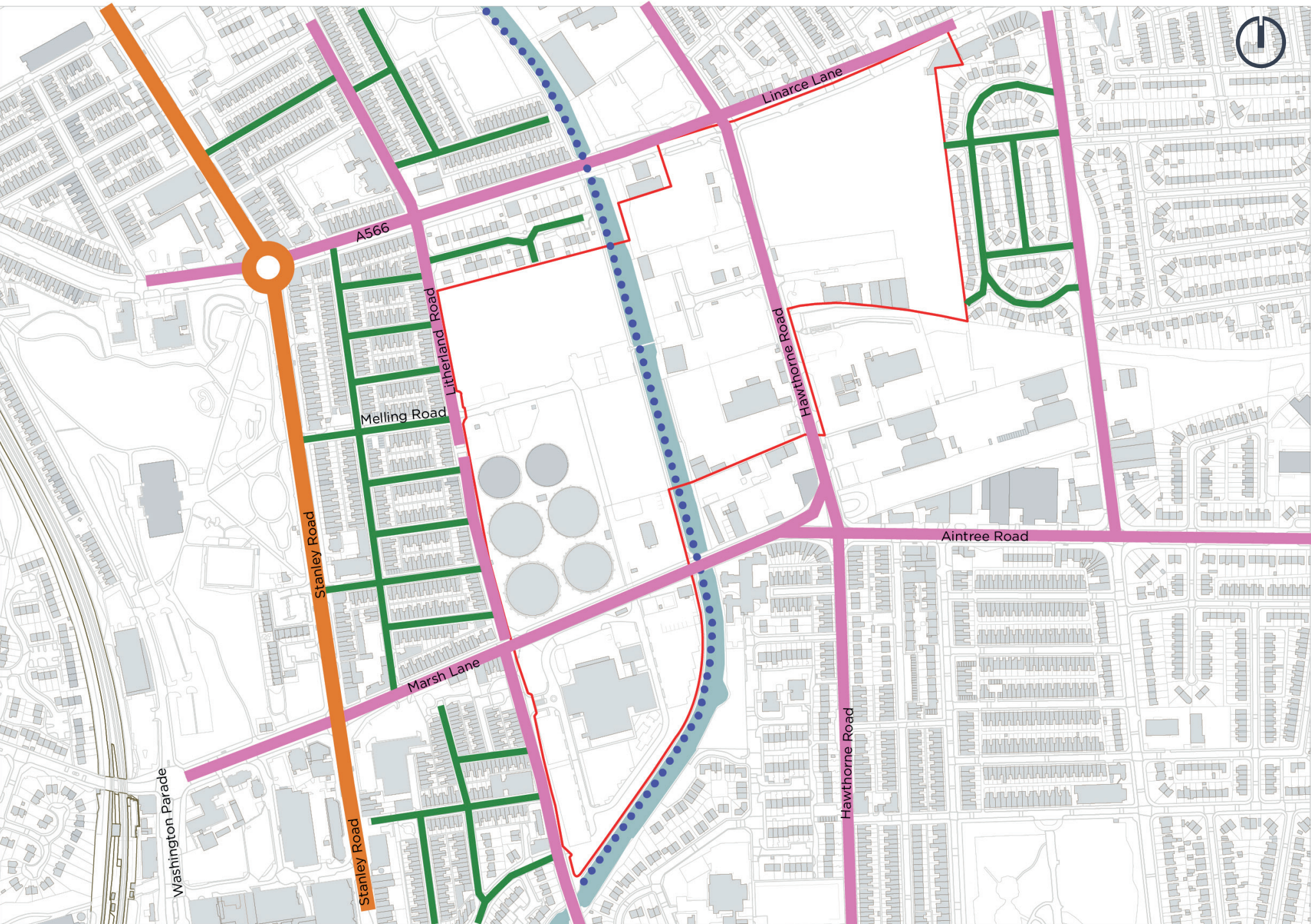
Key

- Red line boundary
- Existing buildings

Utilities

- Retained gas works - TBC?
- Telephone mast
- Gas pipes - TBC further underground survey to be carried out, not as part of this scope of works
- COMAH offset from gas pipes - offset TBC by utilities
- Underground electricity cables

Street Typologies



The character of streets adjacent to the Hawthorne Road site varies from narrow and quiet residential streets on Litherland Road to larger arterial corridors to the town centre on Marsh Lane and Linacre Lane . Categorising the streets by width assists with beginning to understand how a range of aspects, including pavement and carriageway width, presence of green space, and proximity to residential gardens, differs across the site. This is explored in further detail in the following pages.

Key

Site Boundary

Existing surrounding buildings

Street Hierarchy

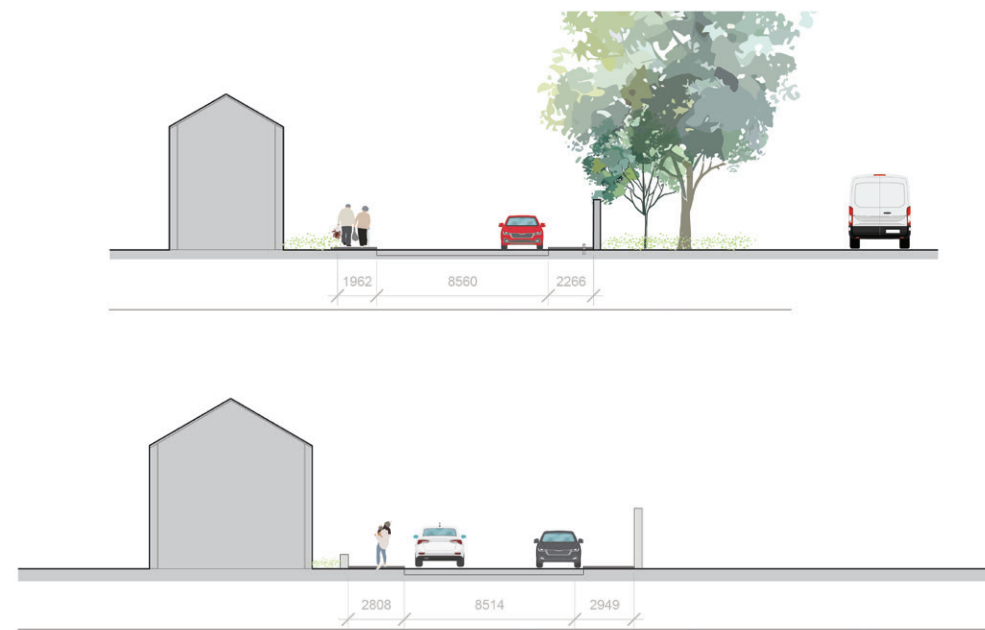
20m streets (approx)

14.5m (approx)

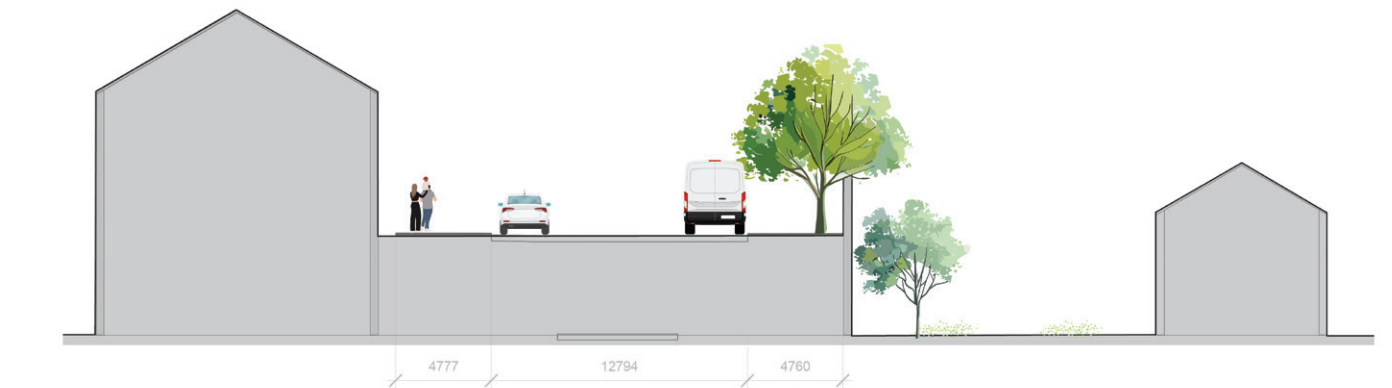
10m streets (approx)

Canal tow path

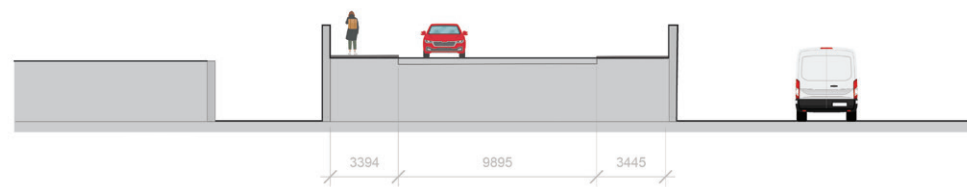
Typical Street Sections



Litherland Road - Demonstrates the relationship between the two storey terraces and the high wall that characterise litherland road



Linacre Lane - Linacre Lane Bridge rises up above the level of the site. Houses back onto the road with retaining walls that their back gardens. The terraces to the north of Linacre Lane front onto the street with narrow front gardens creating a defensible space in front



Marsh Lane Bridge - the character of Marsh Lane Bridge is quite different to that of Linacre Lane. There is no frontage onto the street, rather high brick walls on either side



Hawthorne Road - industrial uses are set back from the road behind boundaries such as high brick walls, fences or rows of trees. There is no active street frontage onto Hawthorne Road

Flooding



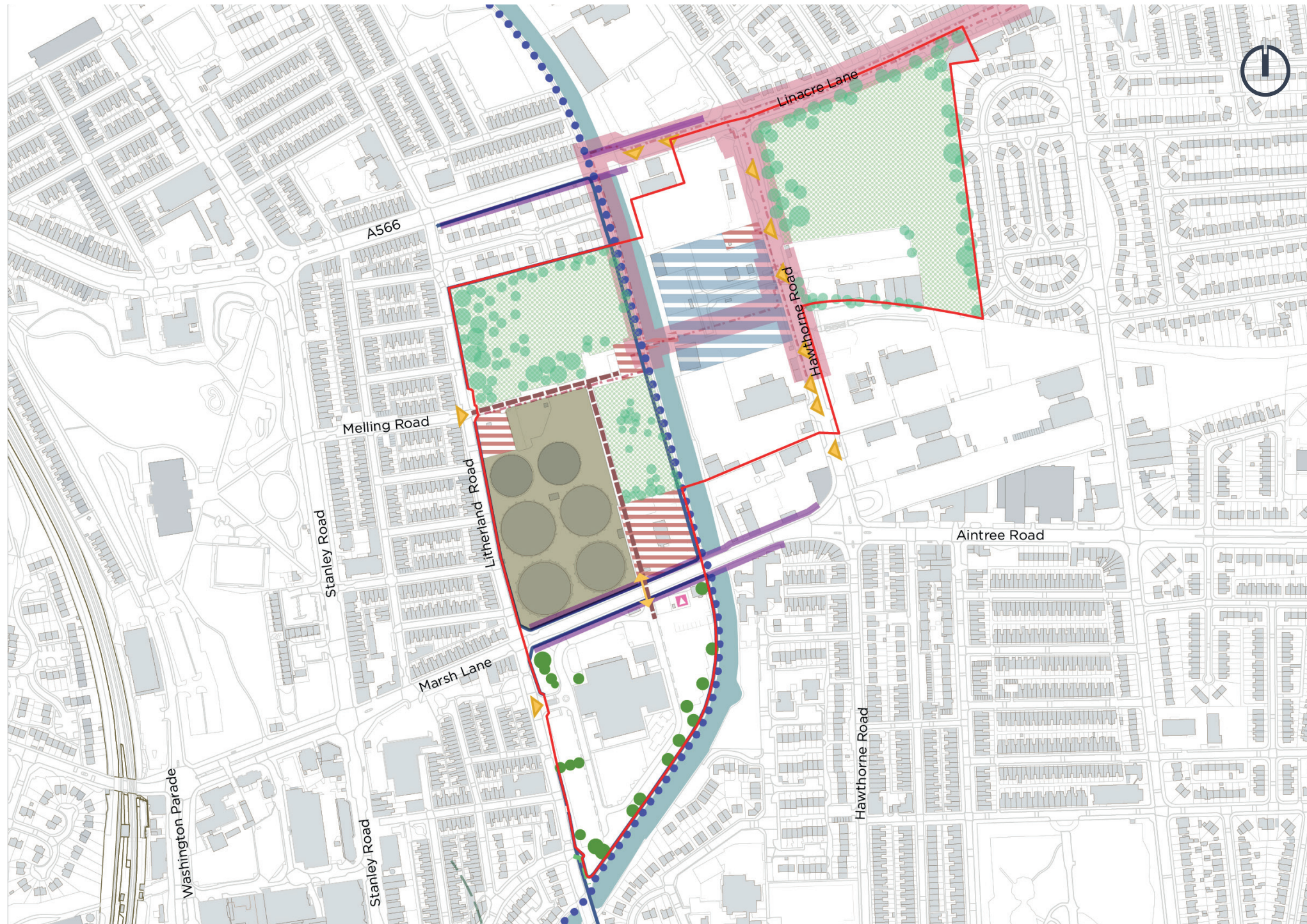
A desktop search of the Environment Agency’s flood maps has been carried out. There is extensive flooding across the site. Flood Zones 2 and 3 cover large areas of the site to the west of the canal.

There is also surface water flooding present.

A SuDS and drainage strategy will have to be developed in the next stages of design development. This level of detail is outside the scope of this piece of work.

- Flood Zone 3
- Flood Zone 2
- Surface Water

Constraints

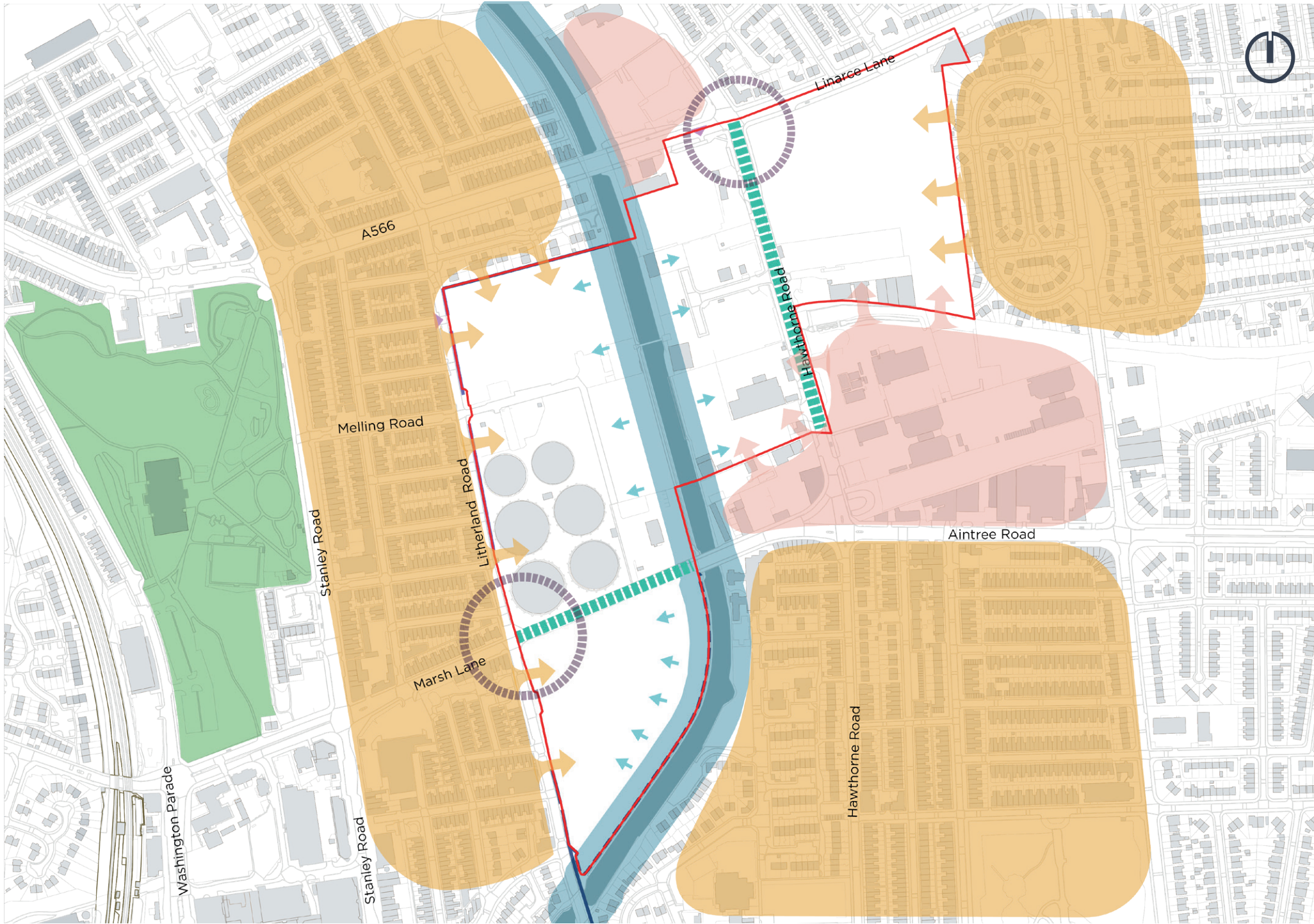


The plan adjacent sets out the key constraints when considering future development on site. The key constraints are:

- Retained elements of the gas works/pipes on site and underground;
- Flooding Zones 2 and 3 and surface water flooding;
- 3m high brick walls around the site;
- Areas of self-seeded trees and scrub;
- Access road;
- Limited access to the canal tow path;
- Marsh Lane and Linacre bridge that rises approx. 4m above the site separating north and south sites;
- Canal separates the site east and west;
- Potential COMAH zones to underground services

- ▬ Red line boundary
- ▬ Ownership boundary
- ▬ Retained gas works - TBC?
- ▬ Asphalt plant
- ▬ Leeds and Liverpool Canal
- ▬ Areas of naturalised vegetation/habitat - BNG
- Trees
- ▬ Historic brick wall
- ▬ Bridge (level change)
- ▬ Telephone mast
- ▬ Gas pipes - TBC. Further underground survey to be carried out

Areas of Influence



The site is influenced by the residential character surrounding but also by pockets of industrial and employment use.

The canal corridor is a strong feature of the site and could have a more positive impact on future development than it does currently.

The site fronts onto key strategic routes through Bootle such as Marsh Lane and Linacre Lane. There is potential for the site to have an identity and impact on these routes.

- Key
- Site Boundary
 - Existing surrounding buildings
 - Existing street
 - Industrial and employment
 - Canal Corridor
 - Residential Area
 - Greenspace
 - Areas of interest/intersection
 - Primary routes of influence through site

Site Opportunities



The opportunities of Hawthorne Road have been established through the site analysis and mapping of known constraints. Key opportunities include:

- Opening up of the canal with greater interaction between new development and the canal corridor
- Greater east west movement, connecting the site with north park
- Improved pedestrian and cycle routes along the canal connecting into Town Centre
- Key frontage onto canal
- Urban frontage onto Litherland Road and Hawthorne Road
- Key / anchor buildings at primary junctions

Key

- Red line boundary
- Frontage onto existing street
- Frontage onto Canal Corridor
- Improved Canal Corridor
- Pedestrian priority routes through site
- Secondary connections through site
- Potential gateway to site
- Extended area of public realm to enhance interaction with Canal
- Potential landmark or key building

5. Hawthorne Road Option Development

Option Development

Option 1 - Maximum Development

Maximum Development – what would be possible with a 'cleared site'

Key Principles

- Enhanced canal corridor that includes active travel routes
- Higher density framing the canal
- East – west green link for cyclists and pedestrians connecting from Stanley Road to Fernhill Road
- Area of public realm on Litherland house site to encourage dwell time along the canal – could include mooring opportunities
- Ground floor amenity uses for local community
- Explore opportunities for height along Marsh Lane
- Active travel corridor along Litherland Road to provide strategic connection north to south
- Areas of POS throughout the site that interact with the Canal
- Gateway at Linacre Lane / Hawthorne Road framed by key buildings
- SUDs incorporated into POS and street network where appropriate





Aerial view from north west



1. Eye level view along the canal showing existing boundary treatment and proposed F&B



2. View from Litherland Road looking north showing proposed treatment to existing boundary wall



3. Eye level view along the canal



4. wEye level view showing residential streetscape with open green space

Option 2 - Minimum Development

Minimum Development-

- Peoples Site - testing of existing scheme including flatted development on north west corner
- Northern end of Gas Works site
- Litherland House site

Key Principles

- Enhanced canal corridor that includes active travel routes
- Frontage onto the canal
- East – west green link for cyclists and pedestrians connecting from Stanley Road site via Melling Road
- Area of public realm on Litherland house site to encourage dwell time along the canal – could include mooring opportunities
- New frontage onto Linacre Lane
- Buffer planting to retained gas works site
- Ped / cycle link through Peoples Site
- Explore opportunities for height along Marsh Lane
- Areas of POS throughout the site that interact with the Canal Road framed by key buildings
- SUDs incorporated into POS and street network where appropriate





Aerial view from north west



1. Eye level view along the canal showing existing boundary treatment and proposed F&B



2. View from Litherland Road looking north showing proposed treatment to existing boundary wall



3. Eye level view along the canal



4. Eye level view showing residential streetscape with open green space

Option 3 - Intermediate Development

Intermediate Development - what is possible within the known constraints

Key Principles

- Enhanced canal corridor that includes active travel routes
- Higher density framing the canal
- East – west green link for cyclists and pedestrians connecting from Stanley Road to Fernhill Road
- New frontage onto Linacre Lane
- Area of public realm on Litherland house site to encourage dwell time along the canal – could include mooring opportunities
- Ground floor amenity uses for local community
- Explore opportunities for height along Marsh Lane
- Active travel corridor along Litherland Road to provide strategic connection north to south
- Retained telecommunications tower
- Areas of POS throughout the site that interact with the Canal
- Gateway at Linacre Lane / Hawthorne Road framed by key buildings
- SUDs incorporated into POS and street network where appropriate





Aerial view from north west



Eye level view along the canal showing existing boundary treatment and proposed F&B



View from Litherland Road looking north showing proposed treatment to existing boundary wall



Eye level view along the canal



Eye level view showing residential streetscape with open green space

