

NATIONAL MODEL DESIGN CODE PILOT

**CENTRAL BOOTLE
DESIGN CODE PILOT
CODING FOR COMMUNITY-
ORIENTATED CANAL-SIDE
PLACES**

CODING TOOLKIT

Sept 2021

CENTRAL BOOTLE DESIGN CODE PILOT

CODING TOOLKIT FINAL - September 2021

This **coding toolkit** document has been produced as part of the Central Bootle Design Code project, undertaken as part of the MHCLG National Model Design Code (NMDC) Pilot programme 2021.

The document presents draft design code material produced during the course of the project, and forms part of the Stage 2 project outputs.

Stage 1 of the project involved baseline analysis, scoping, engagement and visioning. The coding material in this coding toolkit document has been directly influenced by the Stage 1 process and outputs.

A toolkit

The pilot project is by definition exploratory, and this document is not intended to be a fully complete and/or 'operational' design code.

Rather, it contains material that shows a *potential* approach to design coding in central Bootle that would be relevant to the specific design challenges and opportunities facing the town and its communities.

We have used the term 'toolkit' because the material included in the document covers different aspects of coding which could be used to form the basis of a future design code, either selectively or collectively. Material presented in this toolkit has the potential to be developed and/or subjected to further consultation as appropriate.

Document prepared by Optimised Environments Ltd, Hyas and BE Group on behalf of Sefton Council

Aerial photography sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS,USDA,USGS, AeroGRID, IGN and the GIS User Community

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CODING TOOLKIT: INTRODUCTION

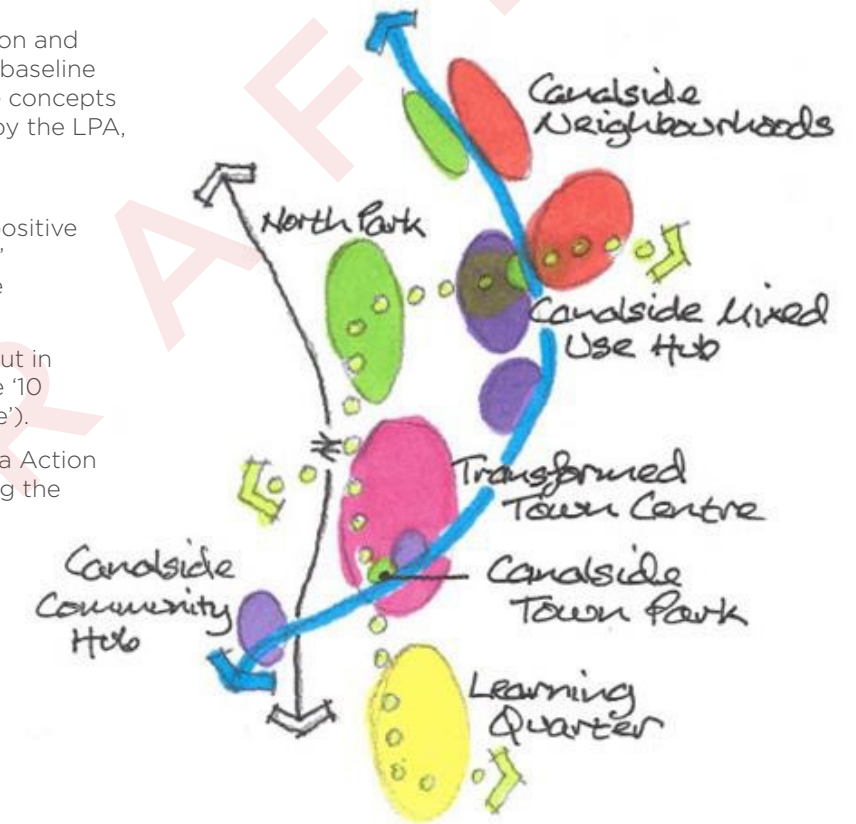
KEY OBJECTIVES

This coding toolkit helps to articulate components of good design that could shape proposals for new development in the urban neighbourhoods of central Bootle. Its specific objectives are to;

1. Translate the issues, opportunities, vision and key principles arising from the Stage 1 baseline and engagement process into tangible concepts that could be used as a practical tool by the LPA, developers and design teams.
2. Help raise aspirations for future design outcomes, demonstrate potential for positive new development and help 'challenge' preconceptions about Bootle if /where applicable.
3. Show how approaches to coding set out in NMDC could be applied (especially the '10 characteristics of a well designed place').
4. Complement the emerging Bootle Area Action Plan process, which commenced during the course of the pilot project.



Above: 10 characteristics of a well designed place (NMDC, p3).



“A compact cluster of mixed-use canalside communities with walkable access to town and local facilities, set in the context of city and coast. A re-imagined canalside curve provides the focus for events, leisure, nature and active travel, where local people have a stake in the area through its active use and stewardship.”

Above: Emerging vision for central Bootle, articulated as part of the conclusion of Stage 1 of the pilot project (source: Hyas)

APPROACH

Based on our learnings from Stage 1 consultation, the coding toolkit aims to form the basis of a flexible and 'strategic' placemaking code that provides a stimulus for good design in central Bootle. It does not set detailed parameters for a particular site.

The coding material provides a reference point for locally distinctive, responsive design - a tool to enable positive dialogue between developers, their design teams and Sefton Council. Material is presented in a way that intentionally allows for interpretation when applied to different sites and situations over time.

To enable this, the coding toolkit;

1. Sets out a logical, sequential articulation of key principles, key design concepts and potential scenarios that are likely to - or have the potential to - arise in Bootle.
2. Takes a strategic approach, being focussed on a specific geographical area that has been identified and refined through consultation.
3. Focusses on broad urban design and placemaking issues and opportunities (not architectural design, detailing or materiality).
4. Does not aim to challenge or establish new planning policy standards (e.g. car parking, amenity space etc)



Right: Coding Plan and summary of area types articulated in Stage 1 of the pilot project, concluding that a 'shatter zone' and key areas of change around the town centre, and along the canal, should provide a focus for design coding (source: Hyas)

STRUCTURE

The document presents coding material produced during the pilot project.

The document does not include details of the full project process, or full details of Stage 1 outputs, it should be read alongside accompanying reports which provide further information on baseline findings, vision and objectives engagement outcomes and reflections on lessons learnt during the pilot.

Contents

1. CODING PREMISE

2. CHARACTER AREAS

3. PLACEMAKING PRINCIPLES

4. DESIGN CONCEPTS

5. DESIGN SCENARIOS



Above: Central Bootle

CODING COMMUNITY-ORIENTATED CANALSIDE PLACES

CODING PREMISE

1

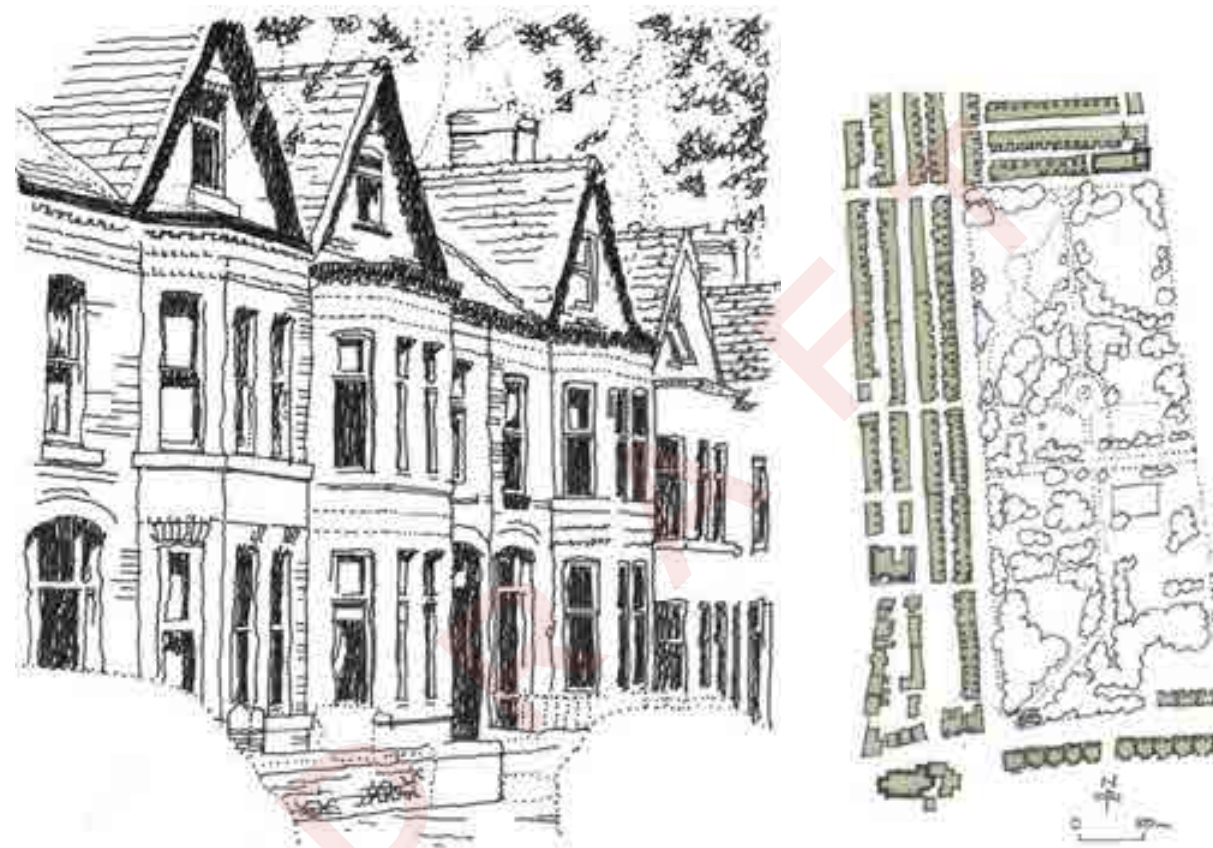


The foundations of the coding material: a broad rationale that draws from baseline and engagement outcomes, and builds on the vision and core principles captured during Stage 1.

PREMISE 1

THE URBAN NEIGHBOURHOOD

Bootle has an eclectic character, but at heart is a distinctively urban place – intense, dense, industrious and animated



Above: Extracts from local area analysis by Hyas (Left: capturing street elevation characteristics of terraced villas in proximity to Derby Park, Right: sketch plan of Derby Park highlighting urban grain)

1.1. Bootle is a genuinely distinctive, characterful town. Geographically it is a contiguous and intrinsic part of the wider Liverpool urban conurbation, but as a place has a clear identity within that, combining a distinctive built form character with a strong sense of community.

1.2. We have learnt through the Stage 1 process about Bootle's historic growth, and how this in has left a legacy of some truly outstanding buildings, streetscapes and urban parks.

1.3. But we also learnt from a variety of stakeholders and communities, of a sense that Bootle's identity has somehow been diluted over recent times.

Erosion of built form character

1.4. Whilst that sense of diluted identity will likely have been caused by myriad social, economic and environmental factors, some consultees did link the issue specifically to the post-war evolution of urban structure and built form.

1.5. It is clear that the immediate

post-war period was particularly volatile for Bootle, resulting in dynamic change. In the central areas around the town centre, the modernist town centre precinct, and - more latterly - the emergence of a distinct 'office quarter' to the south of the canal are two high profile examples of where significant changes to historic built form introduced a clear shift in character and sense place.

1.6. In addition, there has been a more endemic, piecemeal erosion;

- Many old industrial sites - once set cheek by jowl with residential streets, town centre and canal - are now vacant or cleared, or is now home to low density employment. The vibrancy and activity these areas once brought to Bootle has been lost.
- The form and character of many recent residential developments have gone against the traditional urban grain, with many examples of new housing development introducing a lower density, 'suburban' design.

Reinstatement

1.7. The result is that Bootle's traditional urban character - both in its physical and functional sense - is not as clear or defined as it once was. This is both a threat and an opportunity, and the design code pilot has specifically focussed on this.

1.8. A key premise of the coding approach is that the design of new development should seek rediscover and reinstate a positive urban neighbourhood character in the central part of Bootle.

1.9. This means encouraging development that has a density, intensity and character that helps to stitch the urban fabric together, helps to generate higher levels of street activity and animation and contribute to a more sustainable form of urban development.

1.10. From the perspective of built form, we see particular opportunities to promote use of building typologies that are traditional to this part of Bootle, but that give scope for contemporary interpretation, specifically;

- **Terraced housing** that helps create more tight-knit continuous streets, helps deliver an efficient use of land, and - through that density - helps increase activity animation.
- **Semi-detached homes designed with an urban character**, picking up on some of the bold 'town house' type forms historically found in Bootle, including buildings set close to the street edge and with elevations designed to give a bold vertical emphasis.
- **Larger, more robust forms** such as apartment / mixed use blocks designed to reflect some of the old industrial characteristics of Bootle.



Above: Collage of photographs capturing the contribution made by traditional building forms to Bootle's character and sense of place as a distinctly urban neighbourhood

PREMISE 2

CANAL AS PLACEMAKING ASSET

The existing character of the Leeds-Liverpool canal is recognised as both a weakness and potential future opportunity by all stakeholders



Above: Aerial photograph from 1924 showing a working canal as the economic heart of the community, but choked by intensive industrialised built form

(image credit: <https://www.britainfromabove.org.uk/en/image/EPW01167>, copyright Historic England)

Right: In a post-industrial context the canal can become transformed as a focus of community activity: a key environmental and social asset that draws people to unique waterside experiences

(image credits: Canal and River Trust)



1.11. From the outset of this project, the Leeds - Liverpool Canal has been a prominent focus of discussion. The canal has been key to Bootle's historic growth, and a key influence on the town's urban structure. It plays a role in the social life of local communities.

1.12. 85% of respondents to our survey during engagement agreed, or strongly agreed, that the canal is a highly distinctive and positive feature of Bootle. However, feedback also highlighted some key weaknesses, with some people considering it unsafe, and wanting to see improved environmental stewardship.

1.13. There is a sense that the canal has potential to be much more of a **destination** (for leisure activities, social events, play and exercise) and a **connector** - there could and should be better, clearer, safer links towards the canal, and that the corridor itself should provide

a key route for pedestrian and cyclist movement (whether short, local links or longer distance routes beyond Bootle).

Revitalisation

1.14. CRT and local community organisations have been successful in promoting and implementing positive change in and around the canal in recent years. This has started to change perceptions of the canal and encourage a sense of ownership.

1.15. Design coding can build on and support this 'grass roots' activity by providing more strategic, long term guidance on how new development can maximise the canal's function as a destination and connector, with appropriate high quality buildings and spaces designed to address the canal and activate it, whilst also delivering that enhanced urban neighbourhood character.

1.16. A key premise of the coding approach is that development opportunities alongside or near the canal present a key opportunity for coordinated placemaking - where building design and public realm design are coordinated to create a more accessible and more enjoyable canal corridor.

1.17. A 'more accessible and more enjoyable' canal corridor means that new development must prioritise connectivity and public realm quality, at both strategic and local scale;

- Strategic - designed to enable wayfinding, promote active travel, create people-friendly junctions, introduce landmarks and create key views.
- Local - designed to deliver carefully considered residential street configurations that promote pedestrian priority: from car-free play streets, to people-friendly strategic highways, and accommodating subtle forms of parking.



PREMISE 4 ENABLING, NOT PRESCRIBING

The coding material aims to create a common language that enables creation and assessment of good design in Bootle



Above: Studying examples of where new development has delivered a contemporary interpretation of traditional building and street forms that are relevant to Bootle has informed this design coding pilot and should continue to be referenced during the future design process
(Example: new terraced residential development at Goldsmith Street, Norwich)



Right: Examples of waterside regeneration using a mix of new build and creative reuse can inform and inspire key principles and concepts and can help us to understand different design 'scenarios' that future development may encounter
(Top: Brentford Lock, Bottom: Brandon Yard, Bristol)
(Image credits: Canal and River Trust and XXXXXXX)



1.27. Local context, geographic scope and stakeholder feedback all emphasise the need for an 'enabling' approach: a code that assists dialogue between the Council and developers, but avoids prescribing a fixed design response. As the coding seeks to positively inform and influence the quality of development of different sites in the short, medium and long term it need to be presented and applied with flexibility.

1.28. The material in this document has been produced with great care to ensure that design principles and concepts are robust and well-considered, but do not present fixed, inflexible parameters.

Coding structure

1.29. Although the premise is for flexible, enabling approach, we recognise that coding - by its nature - needs to bring an element of certainty, and there is a need for clarity on the status and intended application of the material presented. In this respect, we have been directly influenced by collaboration with MHCLG during pilot working groups: specifically, where MHCLG has advised on the need for clarity on which elements developers and their design teams;

- ... **MUST** apply
- ... **SHOULD** apply and
- ... **COULD** apply

1.30. This approach has been applied literally, to provide three 'tiers' of coding structure by geographic character areas;

Character areas

Defined sections of the canal, where differences in existing conditions and future opportunities combine to establish a specific character, requiring a specific approach.

Coding Tiers

Place principles

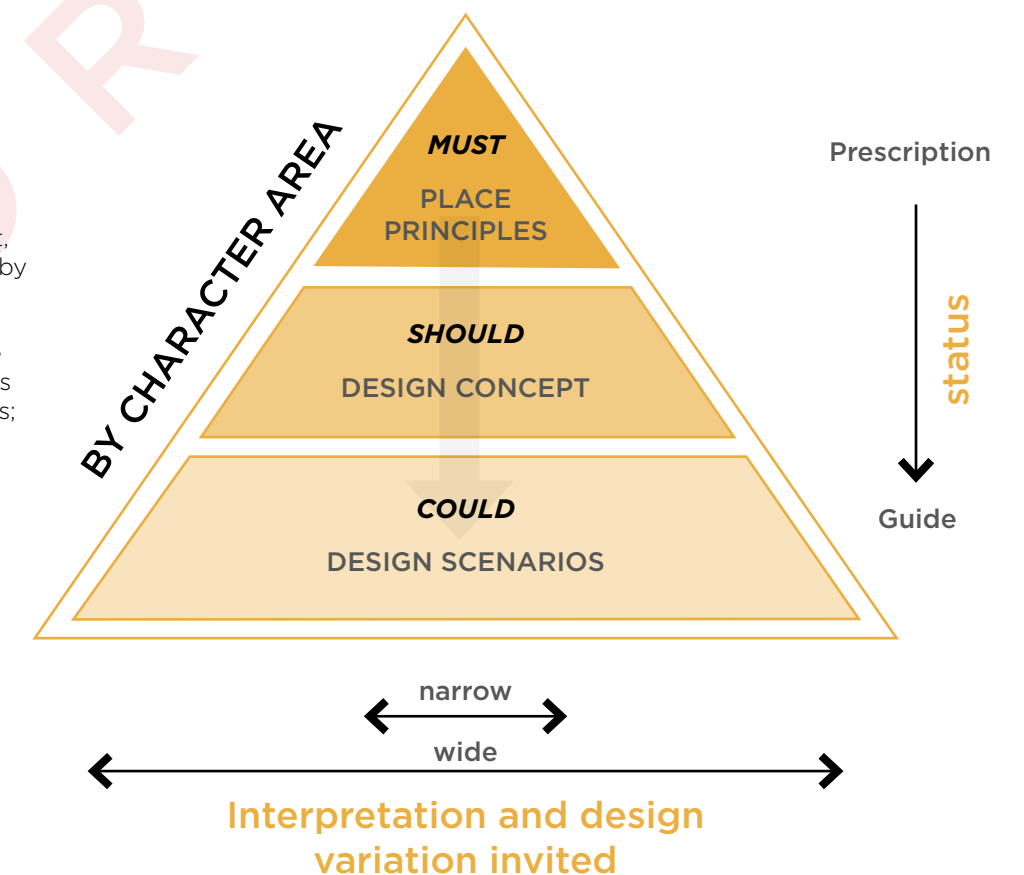
Overarching design response to be applied to each character area

Design concept

Codified design ideas that would combine to create distinctive development, channelling the placemaking principles

Design scenarios

Further guidance on how particular aspects of layout could deliver the key concepts



CODING COMMUNITY-ORIENTATED CANAL-SIDE PLACES

CHARACTER AREAS

2



The coding toolkit is based on three clear character areas along the canal.

CHARACTER AREAS

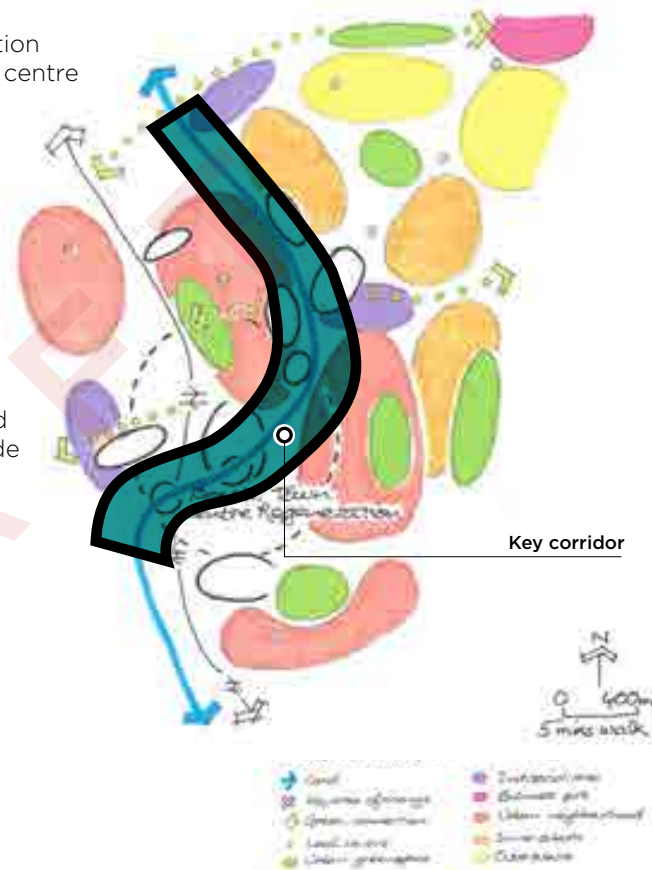
A CORRIDOR OF STRATEGIC AND LOCAL SIGNIFICANCE

1.31. Analysis and consultation feedback confirms that the section of canal corridor lying within, and extending east of, the town centre should be a key area of focus for change and improvement. This section not only links together a series of potential opportunity sites but has a potentially important strategic role to play improving east-west integration across Bootle.

1.32. This section of canal currently acts as a divide between communities. Several gap sites, poor connectivity (towards and across the canal), and a tow path which is not always overlooked (compromising safety) all combine to create a sense of severance.

1.33. New development here can be coordinated to achieve a better sense of connection and integration. New buildings and spaces can help this section of canal to function not as a divide between communities but as a seam which binds them.

1.34. This key corridor has strategic placemaking potential. New development can help bind together fractured urban neighbourhoods that currently exist in this part of Bootle.



CHARACTER AREAS

1.35. Identification of character areas is key to understanding and mapping the legibility of places - their past evolution and their future growth potential. NMDC is clear that an area-based approach is important to design coding;

- para 34: "When preparing a design code... one approach is to divide the existing built-up area to be covered by the code into area types. These are areas of character that will be used to set common parameters in the code."
- Para 36: "Area types are based both on the existing character of the place and how the local authority and community expect the area to develop in the future."

1.36. We have applied this to our focus on the canal, identifying sub-areas within the overall key corridor. These sub areas - or **character areas** - are informed by analysis of the canal's idiosyncratic and eclectic characteristics, which change moving along it. If addressed with a positive, joined up approach these characteristics can help inform a sequence of distinctive new developments that contribute to Bootle's wider sense of place.

1.37. The character areas are identified on the facing page and introduced over the following pages. This is the foundation to the coding guidance that follows in sections 3-5.

Right: character areas forming the basis of the coding work



1. Carolina Basin to Litherland Rd
2. Litherland Rd to Bootle Gas Works
And
Carolina Basin to Derby Road rail cut
3. Bootle Gas Works - Kingfisher Business Park

CHARACTER AREA 1

Carolina Basin - Litherland Rd

EXISTING PROFILE

- Urban, town centre setting but with pockets of low density housing
- Intense: urban development and sites tight to the canal edge
- Mixed use context
- Several bridges - mainly main roads forming part of n-s radial links and creating 'strategic gateways' into Bootle
- Canal edge of variable quality, and tow path 'flips' from side to side
- Poor sense of pedestrian connection between with the town centre
- Unrealised potential to links west, towards Liverpool



CHARACTER AREA 2

Litherland Rd - Bootle Gas Works

And
Carolina Basin to Derby Road rail cut

EXISTING PROFILE

- Inner urban context, but fragmented low density and lacking intensity
- Distinctive curved horizontal alignment
- Mixed use but sporadic and illegible
- Long blank stretches of canal - few connections, lacking permeability
- Long distance between bridges
- Historic industrial remnants
- Emerging large scale development opportunities



CHARACTER AREA 3

Bootle Gas Works - Kingfisher Business Park

EXISTING PROFILE

- Disjointed transition from inner urban to outer urban areas
- Combination of gap sites, low value industrial and set back residential resulting in lack of definition and surveillance
- Existing public green space prevalent
- Long linear stretch with idiosyncratic subtle kink to alignment
- Emerging large scale development opportunities



CODING COMMUNITY-ORIENTATED CANALSIDE PLACES

PLACEMAKING PRINCIPLES

3



'MUST...'

The key principles which all development **MUST** follow, structured around 3 design themes capturing the 10 characteristics of a well designed place:

- **Movement**
- **Space**
- **Form**

PLACEMAKING PRINCIPLES

AREA 1

FUTURE POTENTIAL

- Urbanised and intensive environment complementing the town centre, accessible and lively for large parts of the day
- Active public spaces, up to and including the canal edge and water-based activities
- Mixed use buildings including active ground floors
- Clear and well-animating town centre connections
- Leisure and F+B uses attracting people to the water, including launches for canoes and using moored boats as attractions and activity generators
- Environments that are visible and accessible from bridges
- Legible links to Liverpool including potential to create locations for water taxis to launch



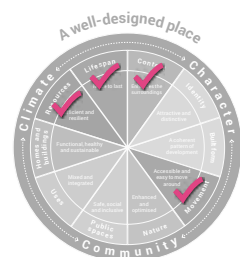
Far left: Canal-side steps at Granary Square, Kings Cross providing a multi-functional, active and characterful waterside space
(image credit: XXXXXXX)

Above (bottom): Proposed regeneration of canalside environment in Digbeth, Birmingham creating vibrant street spaces at different times of the day
(image credit: Skedkm www.shedkm.co.uk)

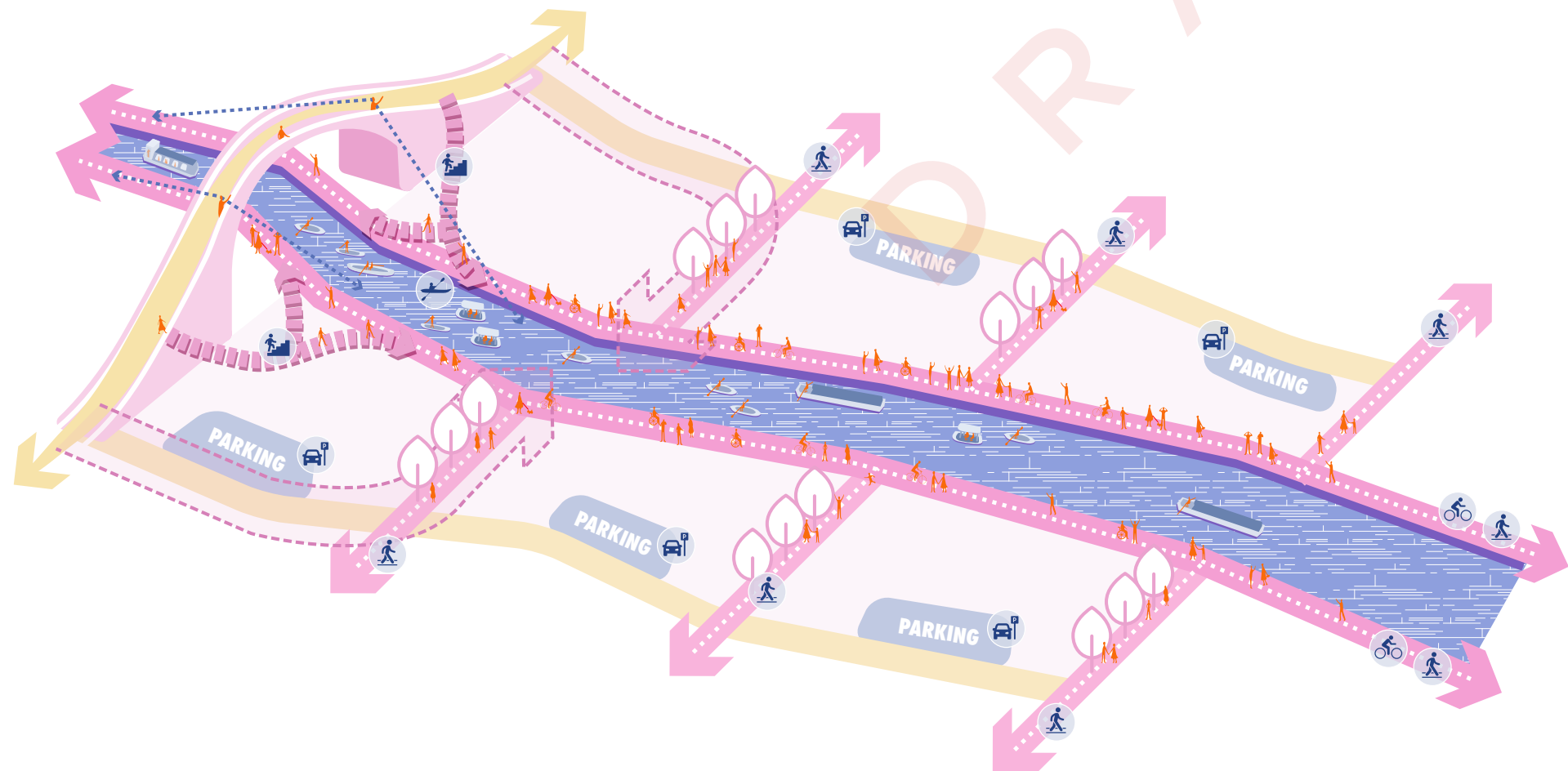
MOVEMENT

- Accessible to all, encouraging long distance active travel
- Full pedestrian and cyclist movement both sides of the canal
- Regular perpendicular connections to the canal maximising views, legibility and permeability
- Maximise visibility and pedestrian access from bridges and adjacent town centre streets
- Parking set away from the canal, and not visible from the canal edge

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES



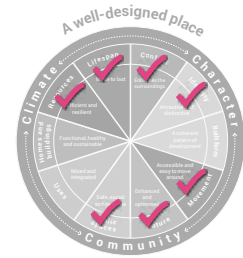
- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.



SPACE

- Structured flow of fully accessible canalside public spaces
- Combination of 'destination' spaces and smaller 'punctuation' spaces (mixing linear dynamic spaces with larger 'static' spaces)
- Controlled interface between public and private space preserving amenity and privacy: separating active and private residential spaces
- Interactive water edge incorporating active leisure and Food and Beverage uses
- Street trees along linking streets, but trees used sparingly in proximity to the canal

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES

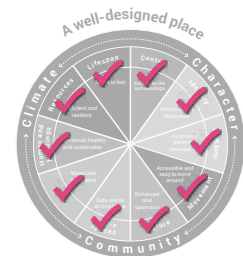


- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.
- ✓ Identity: using canalside and maritime heritage as an inspiration for transformational contemporary placemaking
- ✓ Nature and public spaces: Supported by a network of well loved green and urban spaces as a community, town and natural resource, with the canal as a green / blue spine

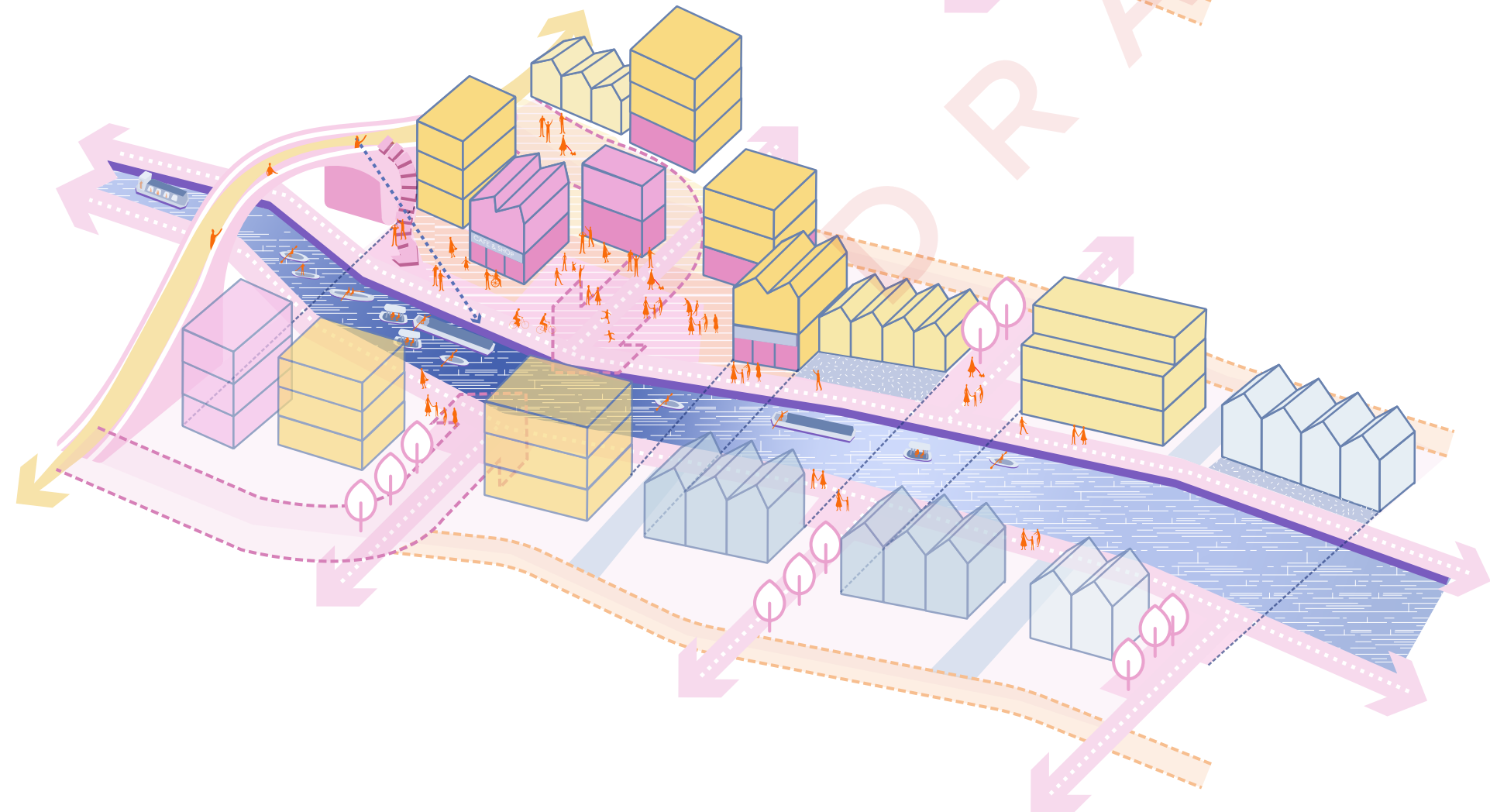
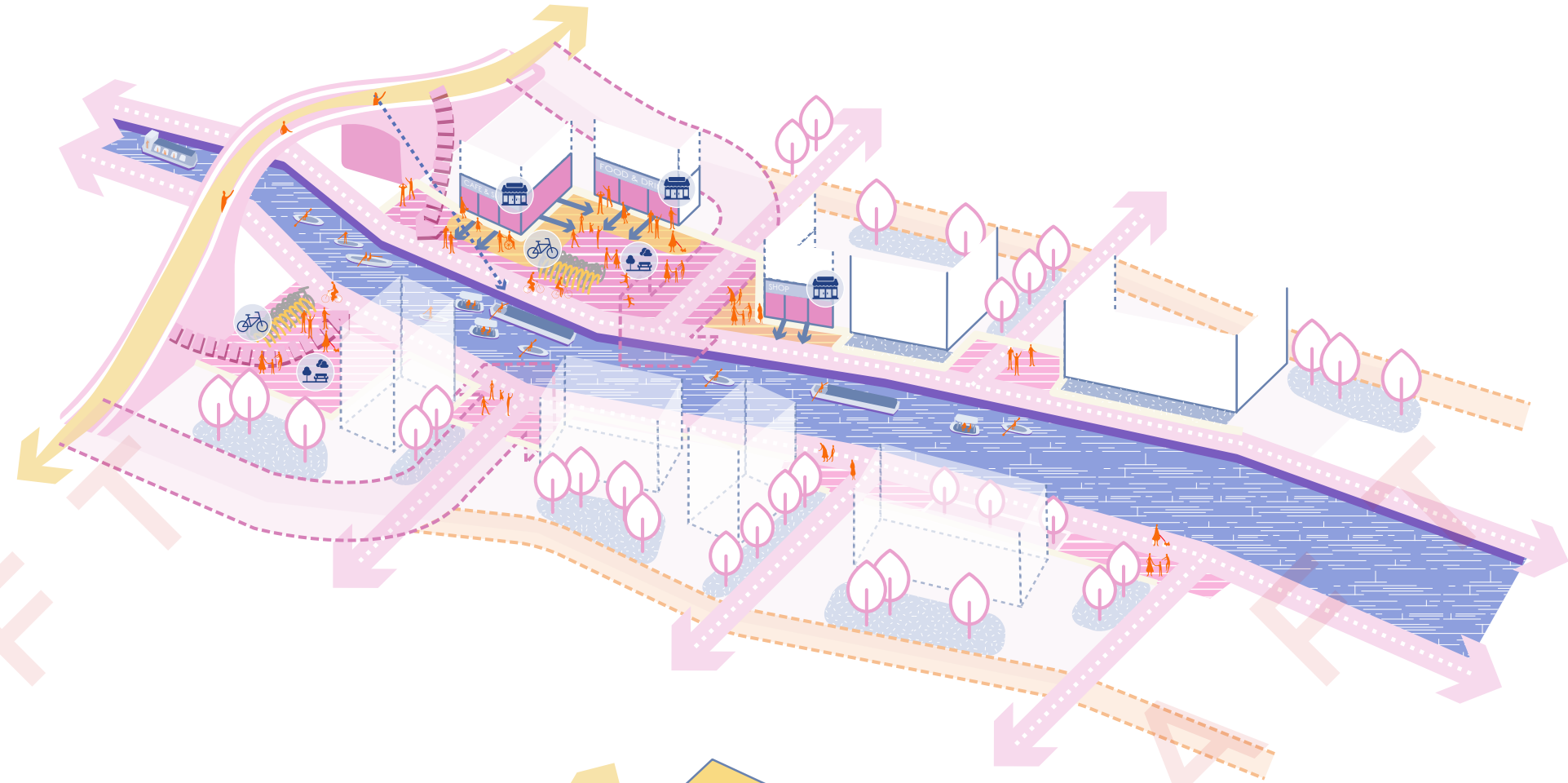
FORM

- Building height and massing composed both sides of the canal 'as one', but with a strong emphasis on bold urban forms
- Building height controlled to create human scale space but proportionate to canal span
- Blending ground floor interaction (mixed use / commercial) with residential above and adjacent
- 'Industrial aesthetic' reference in form and massing
- Vertical emphasis to form, roof line and detailing giving a dynamic rhythm and balancing the linear canal space

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES



- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.
- ✓ Locally distinctive: using canalside and maritime heritage as an inspiration for transformational contemporary placemaking
- ✓ Nature and public spaces: Supported by a network of well loved green and urban spaces as a community, town and natural resource, with the canal as a green / blue spine
- ✓ Built form, homes and buildings: A compact network of neighbourhoods focused along the canal
- ✓ Uses: A compact, fine-grained mixed-use community of homes, workspaces, facilities and leisure opportunities -with positive active use of the canalside



PLACEMAKING PRINCIPLES

AREA 2

FUTURE POTENTIAL

- Inner urban neighbourhood - part of a lively town centre but liveable and full of people-friendly routes and spaces
- Legible mixed use structure - predominantly residential but opportunity for ground floor active use to animate key spaces and junctions
- Maximise the distinctiveness of the curved horizontal canal alignment
- Maximise bridge access
- Integrate references to historic fabric / remnants



Far left: Contemporary interpretation of canalside industrial form, Brentford Lock
(image credit: Canal and River Trust)

Left: Proposed regeneration of Wolverhampton canalside integrating a varied and dynamic built form
(image credit: Placefirst Source: Express and Star 20/1/24)

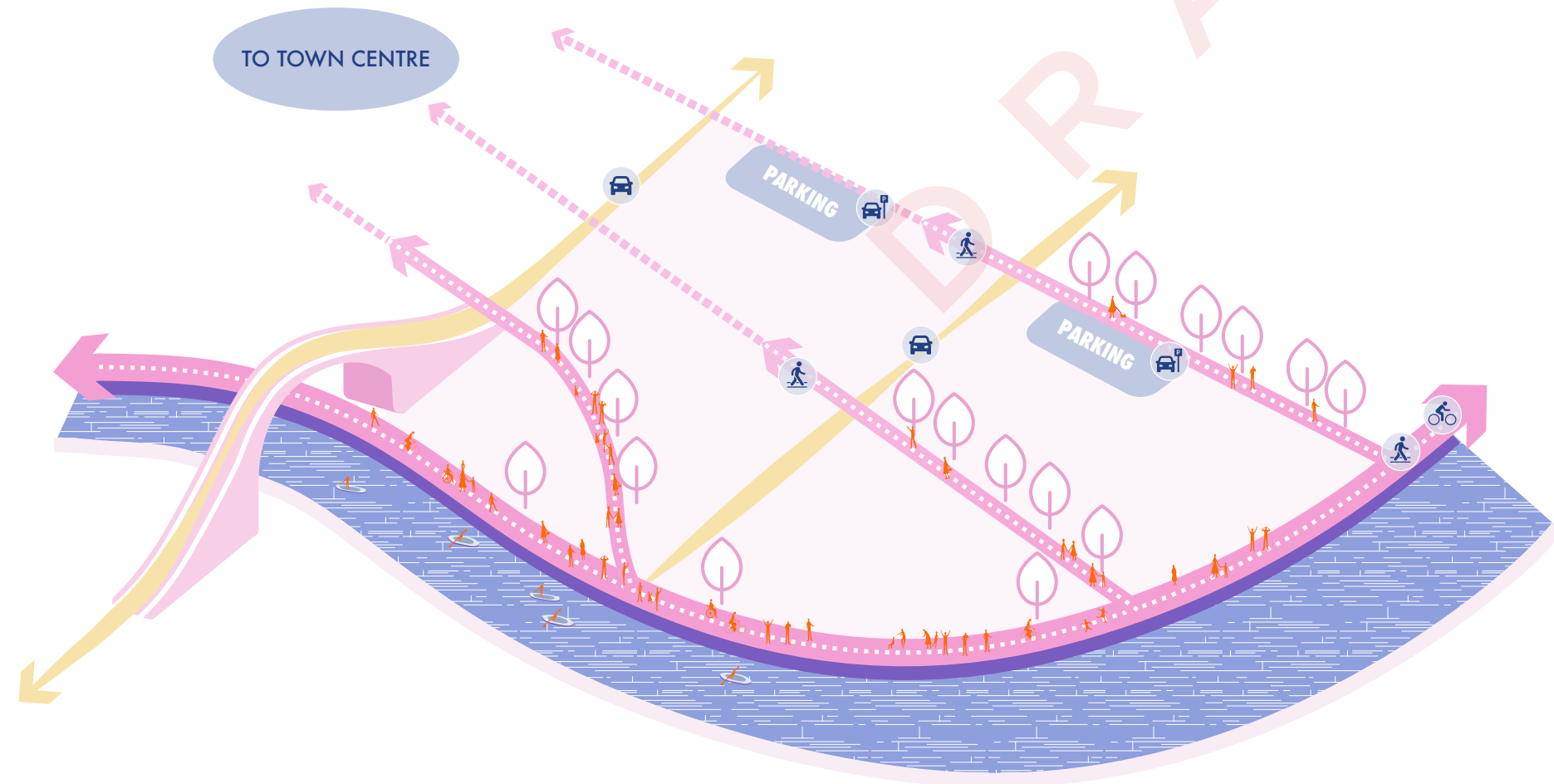
MOVEMENT

- Accessible to all, encouraging long and short distance active travel
- Uninterrupted pedestrian and cyclist movement along north bank (existing south bank being predominantly private)
- Maximise east-west ped/cycle connections especially from canal to town centre, and Bootle's key green spaces
- Maximise visibility and ped access from bridges
- Parking set away from the canal

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES



- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.



SPACE

- Fully accessible canalside spaces to north bank
- One or two main public spaces, connected by sequence of secondary 'punctuation' spaces, with transition from harder/urban character in the south to softer/greener spaces in the north
- Carefully controlled interface between public and private spaces preserving amenity and privacy: private residential space adjacent to the canal, but with positive frontage overlooking tow path and water
- Access to passive leisure at water edge
- Trees largely absent from the canal edge but included within set-back spaces

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES



- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
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- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.
- ✓ Identity: using canalside and maritime heritage as an inspiration for transformational contemporary placemaking
- ✓ Nature and public spaces: Supported by a network of well loved green and urban spaces as a community, town and natural resource, with the canal as a green / blue spine

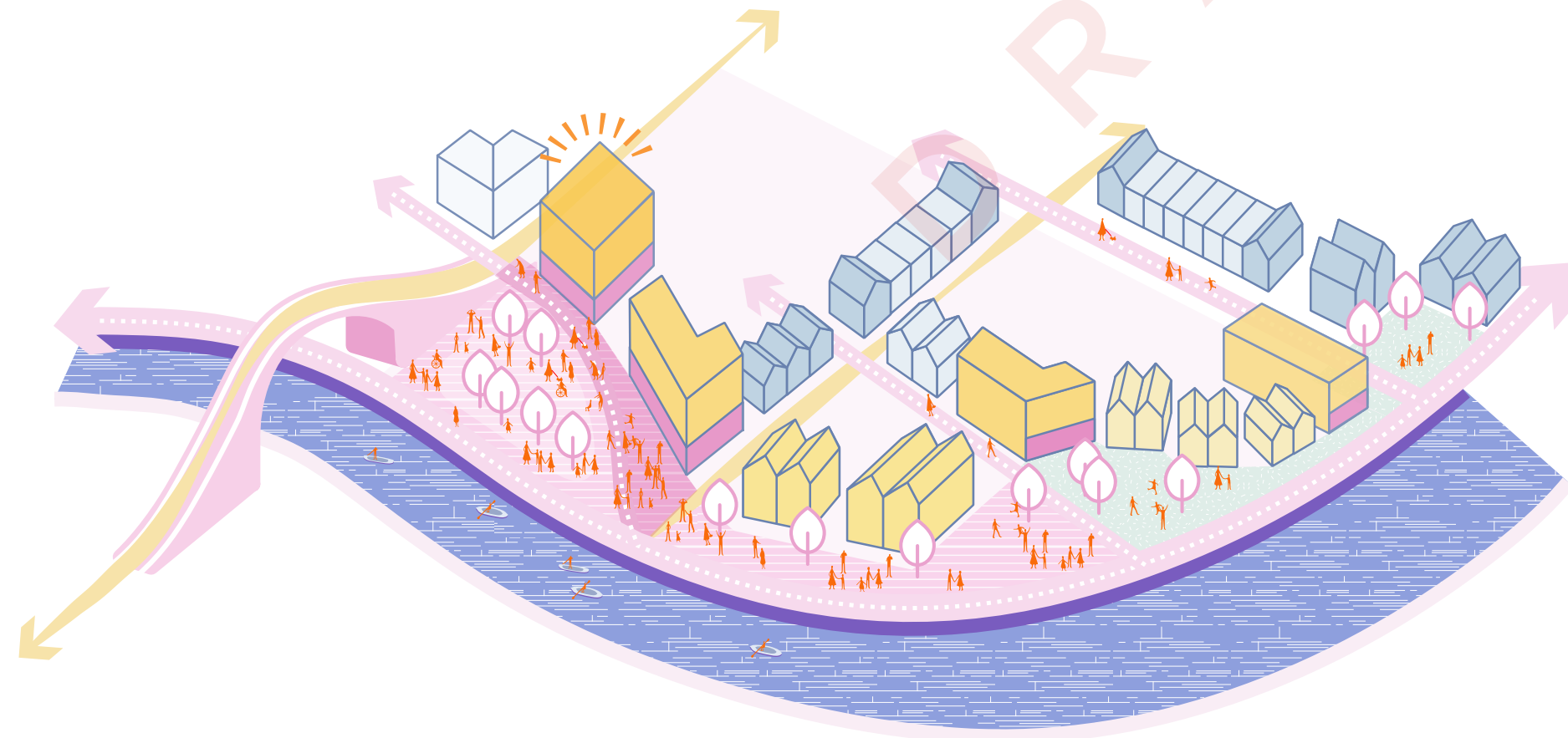
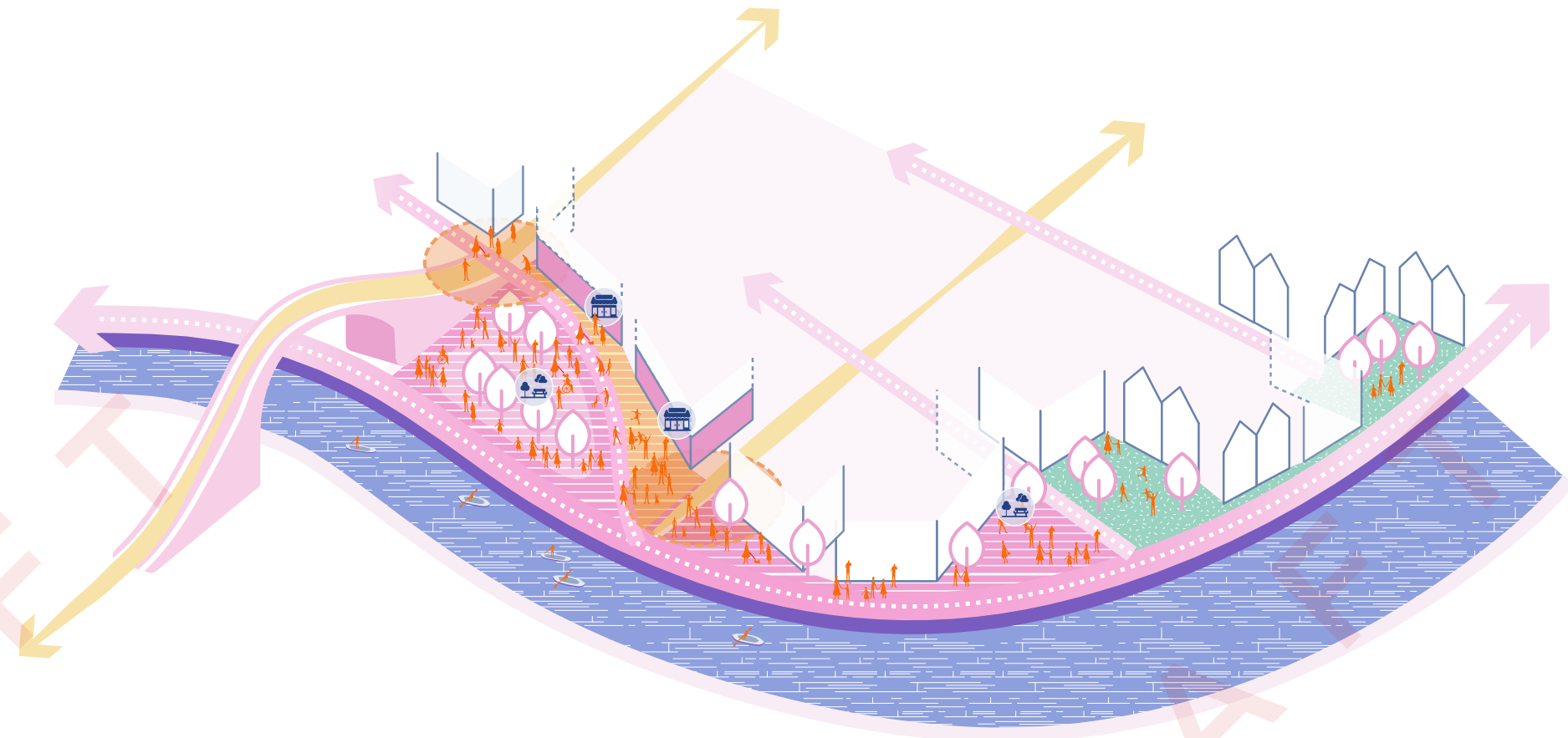
FORM

- Canal frontage providing a dynamic and mixed edge to residential streets and spaces behind
- Height and massing to be considered as a single composed 'long elevation' along the north bank
- Building height creating human scale spaces, and integrating some domestic scale formats (e.g. including semi-detached homes)
- Some ground floor interaction (mixed use / commercial) at selected key nodal spaces (convergence of key routes driving footfall)
- A mix of 'industrial aesthetic' and domestic form

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES



- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
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- ✓ Locally distinctive: using canalside and maritime heritage as an inspiration for transformational contemporary placemaking
- ✓ Nature and public spaces: Supported by a network of well loved green and urban spaces as a community, town and natural resource, with the canal as a green / blue spine
- ✓ Built form, homes and buildings: A compact network of neighbourhoods focused along the canal
- ✓ Uses: A compact, fine-grained mixed-use community of homes, workspaces, facilities and leisure opportunities -with positive active use of the canalside



PLACEMAKING PRINCIPLES

AREA 3

FUTURE POTENTIAL

- Distinctly residential with an urban neighbourhood character,
- A controlled and legible transition from inner urban (south) to outer urban (north)
- Green edges and spaces, defined by characterful homes and with a mix of set back distances
- Supporting nature and wildlife habitats



Far left: Canalside homes at Wichelstowe, blending an urban aesthetic with a green canal edge
(image credit: David Wilson Homes)

Left: Welland Canal Park, Ontario
(image credit: xxxxxxxx)

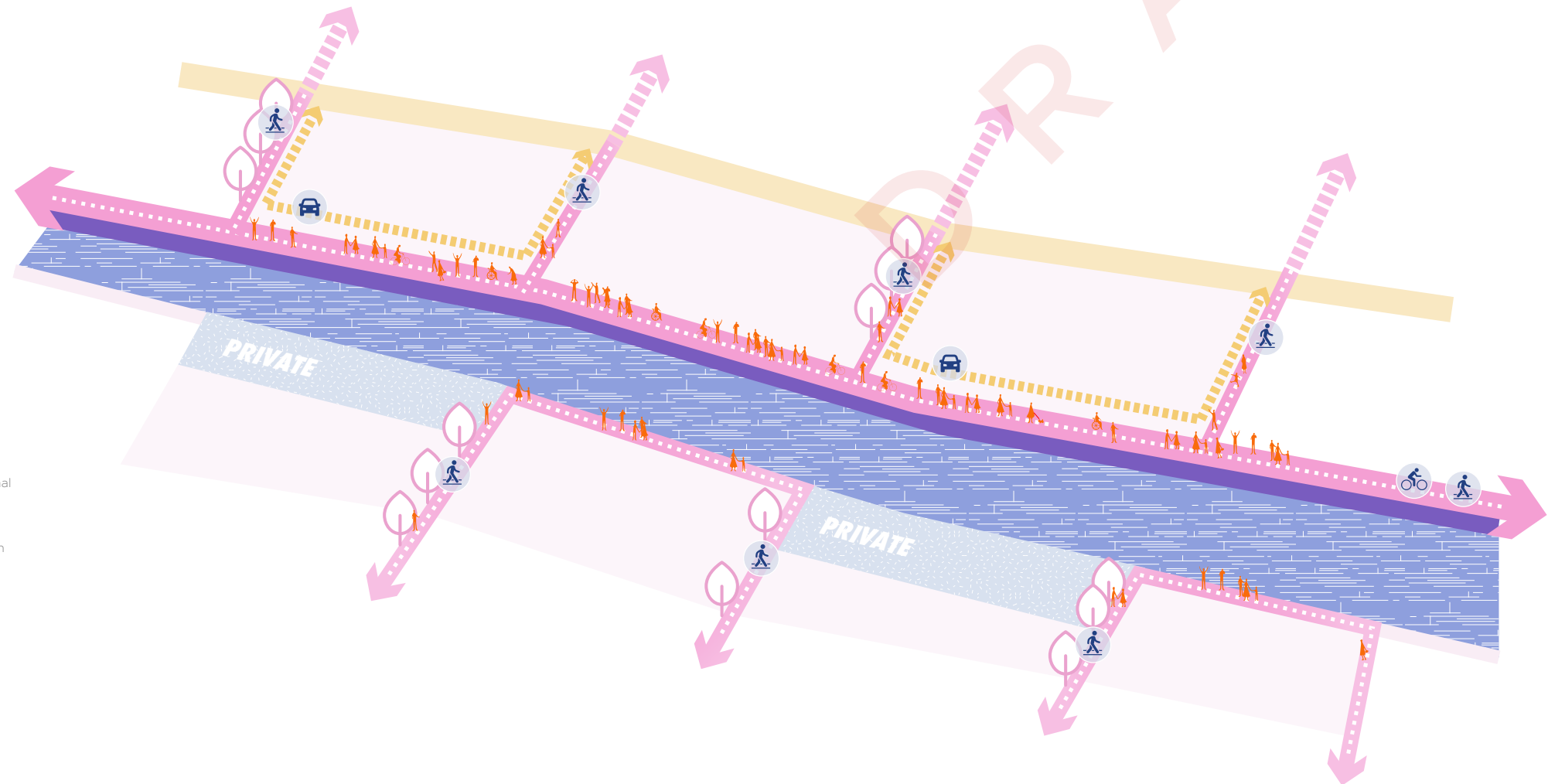
MOVEMENT

- Accessible to all, encouraging long and short distance active travel but emphasising local recreation
- Continuous public movement along uninterrupted tow path to western canal bank
- Intermittent / short sections of public movement to the eastern canal bank
- Routes to/from the canal orientated perpendicular picking up on established urban grain and east-west connectivity
- Allowance for controlled, low speed vehicular access along some sections of canal edge

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES



- ✓ Context: Integral to Sefton, the broader waterside and green network –'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.



SPACE

- Linear flow of predominantly green space
- Opportunity for a new 'destination' space at a main nodal / arrival point within new development, marking the junction with a key link
- Linear soft landscape adjacent to the canal - semi-natural tree planting
- Marginal aquatic planting encouraged to soften the canal edge and enhance biodiversity
- Coordinated and flowing residential frontage to the canal providing overlooking and spatial definition

ALIGNMENT TO STAGE 1 STRATEGIC PRINCIPLES



- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.
- ✓ Identity: using canalside and maritime heritage as an inspiration for transformational contemporary placemaking
- ✓ Nature and public spaces: Supported by a network of well loved green and urban spaces as a community, town and natural resource, with the canal as a green / blue spine

FORM

- A more uniform approach (compared to 1 and 2)
- Potential to introduce larger scale / higher density forms clustered at key open space(s).
- Some taller, gable-ended buildings helping to provide distinctive local landmarks (e.g. terminating local views).
- Predominantly domestic scale formats but including apartments and retaining an urban neighbourhood character
- Some ground floor interaction (mixed use / commercial) but limited to nodal spaces (convergence of key routes driving footfall)

STAGE 1 STRATEGIC PRINCIPLES MET...



- ✓ Context: Integral to Sefton, the broader waterside and green network - 'putting Bootle on the map'
- ✓ Movement: A walkable '15 minute' location with safe and convenient access, including to, along and across the canal
- ✓ Resources and lifespan: A revitalised community where local people are at the heart of new development, regeneration ambition and long-term stewardship. Consideration of design proposals to enable a low carbon lifestyle and to provide opportunities for post pandemic changes to the way we live.
- ✓ Locally distinctive: using canalside and maritime heritage as an inspiration for transformational contemporary placemaking
- ✓ Nature and public spaces: Supported by a network of well loved green and urban spaces as a community, town and natural resource, with the canal as a green / blue spine
- ✓ Built form, homes and buildings: A compact network of neighbourhoods focused along the canal
- ✓ Uses: A compact, fine-grained mixed-use community of homes, workspaces, facilities and leisure opportunities - with positive active use of the canalside

