The University of Liverpool, Royal Liverpool University Hospital, The School of Tropical Medicine and Liverpool John Moores University occupy a substantial area at the eastern periphery of Liverpool City Centre and make an important contribution to the City and regional economy, particularly in terms of knowledge-based industries including bio-sciences, health-related research and digital technology. Together this “Knowledge Quarter” provides an unrivalled concentration of expertise, knowledge and wealth-creating potential within a City Centre setting.

The overall aim is to increase the economic potential of the area as the delivery of a viable, vibrant and strong knowledge economy within this significant area of Liverpool City Centre is critical to the future economic growth and competitiveness of the City Region and will contribute to the delivery of regional growth aspirations.

The Knowledge Quarter is enshrined within Council strategic policy through a Citywide and an area specific Strategic Investment Framework (SIF). It is also identified as a Mayoral Development Zone and significant progress has already been made. Both Universities are investing significantly within their campus environment which includes new buildings for Bio-Science, new student accommodation and construction of a transformational redevelopment at Copperas Hill to commence early next year while the Royal Liverpool University Hospital campus is currently being redeveloped into a world-class bio-health campus; one of the largest transformational projects in the UK.

Paddington Village marks a further phase of growth of the City’s Knowledge Quarter. The area presents a significant gateway opportunity of international importance with a unique topographical position on the City’s skyline. It is to become the destination of choice for research and science related business seeking the benefits of agglomeration and will comprise the following components:

- New accommodation for the Royal College of Physicians to create its Northern Centre of Clinical Excellence
- New education and learning centres to be promoted by the Universities and other providers
- New modern business and research space for knowledge based partners, business and industry and new modern commercial and office development
- Complementary life science uses
- Creation of a new residential neighbourhood; and
- Associated infrastructure, public realm and a new urban park

The opportunity has the potential to deliver over 1 million sqft of science and research development and create upwards of 10,000 highly skilled jobs and thereby significantly contribute to the City’s strategic regeneration goals.

This SRF has been produced to develop a set of key principles and parameters to shape and guide the delivery of Paddington Village as a high quality, comprehensively planned, sustainable environment creating a world-class investment environment for knowledge-based businesses. It will be adopted as a Supplementary Planning Document (SPD) in accordance with the requirements of legislation and guidance contained in the National Planning Policy Framework (the Framework). Once adopted it will be a material consideration in the determination of planning applications within the area.

This SRF:
- Expresses the vision and strategy for attracting investment and knowledge-based businesses into the area
- Identifies strategic context, constraints and opportunities of the area informed by rigorous assessment and analysis
- Explains how relevant policies contained within the Liverpool Unitary Development Plan (UDP) and emerging Local Plan will be applied to Paddington Village
- Sets out a development framework for sustainable development, economic regeneration and transformation
- Establishes a set of general place-making principles and guidance to control development
- Sets out a range of succinct policies to assess future development proposals against; and
- Provides information relating to land assembly and programme delivery.
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1.0 Introduction

1.1 Introduction

1.1.1 The Paddington Village Spatial Regeneration Framework (Paddington Village SRF) has been produced by Liverpool City Council with the purpose of setting out an appropriate framework to guide development in respect of this important phase of the Knowledge Quarter.

1.1.2 The aim for the Knowledge Quarter is to increase the economic potential of this area, primarily by creating the conditions to attract and retain high growth businesses and research companies.

1.1.3 Lying adjacent to the City’s two Universities, the Royal Liverpool University Hospital and School of Tropical Medicine, Paddington Village has been identified as the key development opportunity to attract investment and for strategic economic regeneration goals to be realised through the knowledge-based sector.

1.1.4 This SRF is the culmination of various public and private initiatives and studies produced over the city, sub-region, regional and national level. In particular, it reflects the ambitions set out in the Liverpool City Centre Strategic Investment Framework (SIF) to promote strategic economic priorities and enhance the competitive strengths of the City. The opportunity was announced by Mayor Anderson at the International Festival of Business in June 2016.

1.1.5 In July 2016, the Royal College of Physicians announced that it has selected Paddington Village as the location to establish its Northern Centre of Clinical Excellence. A new purpose-built facility is planned to focus on medical training, examination, conferencing, quality improvement and research.

1.1.6 Paddington Village SRF has been produced to develop a set of key principles and parameters to shape and inform development of the area as a high quality, comprehensively planned, sustainable environment creating a world-class investment environment for knowledge-based businesses.

1.1.7 Whilst the focus on initial development and delivery will be around the central area of Paddington Village (Paddington Central), the SRF covers the wider context over a c. 30 acre site stretching south to Oxford Street (covering an area described as Paddington South) and area to the north stretching up to Hall Lane in the north (covering an area described as Paddington North). Paddington North is occupied by Local Solutions, Scared Heart primary School and Kensington Fields Community centre. Whilst this SRF does not propose any specific and detailed development proposals, it is important to mention that any proposals for Paddington North will need to accommodate these existing community facilities supporting catholic primary education and accommodation for the local community.

1.1.8 Guidance is also provided within the SRF for development which currently exists and is compliant to the principles set out in the development framework. The residential developments of Heritage Court and Williamson Court in the south-east corner of the site are included within the SRF document to ensure a complete picture is provided for the Knowledge Quarter expansion zone as identified in the The Liverpool City Centre Strategic Investment Framework (SIF). The SIF provides guidance for any subsequent developments which may come forward to replace any existing accommodation on the site.
1.2 Policy and Strategic Context

1.2.1 The SRF provides guidance on the objectives, quality, range, mix and form of development sought in the Paddington Village area, including the range of uses, urban design and development criteria, and general guidance. It supplements a number of general and specific saved policies in the adopted Liverpool Unitary Development Plan (UDP):

- Policy E2 - Office Development
- Policy E6 - Mixed Use Areas and Sites for Various Types of Development
- Policy C6 - Universities and Colleges
- Policy HD1 - Listed Buildings
- Policy HD5 – Setting of listed buildings
- Policy HD7 - Conservation Areas
- Policy HD8 - Preservation and Enhancement of Conservation Areas
- Policy HD12 – New development adjacent to conservation areas
- Policy HD17 Protection of archaeological remains
- Policy HD18 - General Design Requirements
- Policy H2 - Housing Renewal
- Policy H4 - Primarily Residential Areas
- Policy H5 - New Residential Development
- Policy OE11 - Protection of Green Space
- Policy OE12 - Enhancement of Green Space
- Policy T6 - Cycling
- Policy T7 - Walking and Pedestrians
- Policy C1 - Social Facilities

1.2.2 The Liverpool Local Plan will eventually replace the UDP; it is currently in preparation and unlikely to be adopted before the end of 2017. The detailed policy contained in this SRF is, therefore, required to guide development proposals which are expected to come forward in advance of that date. This SRF will therefore be adopted as a Supplementary Planning Document (SPD).

1.2.3 The SRF area lies just outside the defined boundary of the City Centre but within the Knowledge Quarter Mayoral Development Zone (MDZ). It is one of the six priority areas for investment and action in the city.

“The Liverpool Knowledge Quarter is not just a ‘place badge’ it is an area of higher education, science and medical expertise, knowledge and wealth creating potential, within the City Centre.”

Liverpool Strategic Investment Framework, 2012
1.3 Role and Purpose

1.3.1 The SRF will be adopted as a Supplementary Planning Document (SPD) in accordance with the requirements of legislation and guidance contained in the National Planning Policy Framework (the Framework). Once adopted it will be a material consideration in the determination of planning applications within the area.

1.3.2 A comprehensive, coordinated and planned approach is required to oversee the transformation of this part of the city centre. This SRF will:

- Express the vision and strategy for attracting investment and knowledge-based businesses into the area
- Identify strategic context and the main issues and opportunities of the area deriving from its strategic location at a key gateway into the City Centre and proximity to the universities, hospital and businesses
- Explain how relevant policies contained within the Liverpool Unitary Development Plan (UDP) and emerging Local Plan will be applied to Paddington Village
- Set out a development framework for sustainable development, economic regeneration and transformation
- Establish a set of general place-making principles, development criteria and design guidance for development
- Establish a series of thematic strategies on key issues to support the framework
- Provide information relating to land assembly and programme delivery.

1.4 Consultation

1.4.1 In accordance with Regulation 12 of the Town & Country Planning (Local Planning) (England) Regulations 2012, a pre-consultation Statement has been prepared to accompany this SRF. The Statement explains how the Council will meet the particular requirements set out in Regulation 12(a) of the 2012 Regulations in the production of this SRF. It also indicates the formal and informal consultation and community involvement Liverpool City Council has conducted to date and outlines:

- the persons consulted as part of the SRF preparation to date;
- a summary of the main issues raised;
- how those issues have been addressed in the SRF, and
- the next stages of consultation up to formal adoption of the SRF.

1.4.2 In preparing this SRF, the City Council has engaged in direct consultation with the following stakeholders (TBC):

- Knowledge based businesses
- University of Liverpool
- Royal Liverpool University Hospital Trust
- Clatterbridge Cancer Centre
- Merseytravel
- Liverpool Science Park
- Local Solutions
- Knowledge Quarter Board
- Liverpool Archdiocesan Centre for Evangelisation.

1.5 Integrating Sustainable Development

1.5.1 Creating sustainable development is the principal objective of the National Planning Policy Framework.

1.5.2 The emerging Liverpool Local Plan is structured in a way that jointly promotes economic, social and environmental objectives and accords with the Mayoral Commission on Environmental Sustainability.

1.5.3 It is important that the SRF reflects national and local policy and ensures that sustainable regeneration is promoted.

1.5.4 To achieve this objective, this document has been subject to independent combined SEA and Sustainability Appraisal in accordance with the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, and the National Planning Policy Framework.

1.5.5 This process has identified the key local sustainability issues and objectives and assessed each of the options under consideration to ensure that the final option, and therefore this document, promotes sustainable development. An Environmental Report has been prepared and accompanies this SRF.
1.6 Structure of SRF

This SRF:
- Illustrates and communicates the vision for securing transformational regeneration
- Guides and oversees development in a planned and coordinated manner to deliver a new exciting part of the city centre
- Explains how the Liverpool UDP will be applied and supports land assembly
- Provides planning policy support for land assembly
- Delivers a new destination of place and significantly contributes to the vibrancy and success of the Knowledge Quarter

Paddington Village SRF

Expresses Vision  Sets Principles, development criteria and guidance  Illustrates & Communicates  Provide framework but flexibility

Alignment for subsequent planning applications

(Chapter 8.0) SRF Principles

(Chapter 9.0) Spatial Development Framework

(Chapter 10.0) Planning, Heritage & Design Guidance

(Chapter 11.0) Thematic Strategies

Accessibility + Car Parking  Sustainability + Energy  Green Infrastructure
2.0 The Site and its Context
2.1 The Site within the City

2.1.1 Paddington Village is located within the Liverpool Knowledge Quarter, which itself lies to the east of Liverpool City Centre.

2.1.2 Paddington Village is broadly triangular in shape bounded by Grove Street and Low Hill to the west, Oxford Street to the south and Mason Street/Hall Lane to the east and is currently occupied by a variety of buildings and uses comprising the following:

- Kensington Fields Community Centre
- Sacred Heart Catholic Primary School
- Commercial Office Space
- A former public house: The Mount Vernon
- University of Liverpool Small Animal Practice
- University of Liverpool Children’s Centre
- Smithdown Lane Police Station
- 2no Warehouse Retail Units
- Residential properties
- Land formerly occupied by the Archbishop Blanch Secondary School

2.1.3 The area is dissected into three zones running north to south. Paddington North and Paddington Central are separated by the main arterial route into the city; Mount Vernon Road, leading to the M62 motorway. In addition to the highway topography and retaining wall structures create further barriers to between these two areas. Paddington Central and Paddington South are separated by a City Line rail cutting. The are bridge links between the two areas on Grove Street, Smithdown Lane and Mason Street.

2.1.4 Both Paddington North and Paddington South present longer term development opportunities. Paddington North is occupied with two key community facilities; Kensington Fields Community Centre and the Sacred Heart Catholic Primary School. For development to progress, alternative accommodation would need to be secured and the sites vacated in order to allow development to proceed.

2.1.5 Paddington South is currently occupied by the Smithdown Lane Police Station. Development options on the Police Station site would therefore not progress until such time that the existing station is vacated.
2.2 Local Site Context

2.2.1 Paddington Village currently performs a transitional role between the city centre to the west and residential suburbs to the east.

2.2.3 The residential suburbs of Edge Hill, Kensington and Smithdown form the eastern boundary to Paddington Village.

2.2.4 North of Kensington and Kensington Fields: primarily comprising low-mid density terraced housing which has developed as a popular area for students owing to the proximity of the neighbourhood to the Universities. Kensington Fields is also identified as a Conservation Area. To the north of the Royal Liverpool University Hospital the area has a mix of uses ranging from a multi-storey car park to small scale industrial units addressing Low Hill and high density residential development.

2.2.5 Edge Hill: first developed in the late 18th/early 19th century many Georgian houses of that time still survive today and the area was designated as a Conservation Area in 1979.

2.2.6 Smithdown: located to the south of Paddington Village, the area mainly comprises more modern residential properties built in the 1980s but still includes some residential properties from the Georgian period.

2.2.7 The west of Paddington Village is bounded by University of Liverpool campus and the Royal Liverpool University Hospital.

2.2.8 University of Liverpool: The University is in the process of investing £600 million in its facilities as part of its commitment to providing a world-class student experience and research environment. Recent developments include two new Bio-Science buildings within the Knowledge Quarter and new student accommodation (comprising over 1,200 bedspaces) at the junction of Brownlow Hill and Grove Street.

2.2.9 Royal Liverpool University Hospital: The hospital campus is currently undergoing one of the largest transformational projects in the UK. The existing hospital is being replaced with a new modern hospital which will be the largest hospital in the country including 18 theatres, 23 wards and 646 single bedrooms. The new hospital is to form a new health and bio-science campus, centred around a new urban park and which will also be home to the new Clatterbridge cancer hospital and the Liverpool Life Sciences Accelerator which will provide laboratory space, business support and networking facilities for new and growing life sciences.
2.3 Heritage Assets

2.3.1 There are no designated heritage assets within Paddington Village. There are, however, designated heritage assets surrounding Paddington Village which include:

- The grade II listed St Mary’s Church which dates to c.1812 and is surrounded by numerous 19th century terraces, all of which are grade II listed. Due to the elevated position of the church, at the highest point in Liverpool City Centre, it is visible from various points in the surrounding area, particularly in key views along Brownlow Hill, West Derby Street and Edge Lane. The area was designated as the Edge Hill Conservation Area in 1979.

- The Kensington Fields Conservation Area, designated in 2007 consists of a large group of late 19th century terraced housing set around cobbled streets and cast iron lamp-posts.

- Abercromby Square which is a group of late Georgian terraced properties from c.1830 (grade II listed) set around a formal square with mature trees and cast iron railings.

- The grade II* listed Roman Catholic Cathedral designed by Sir Frederick Gibberd with an earlier crypt by Sir Edwin Lutyens.

- The University of Liverpool campus which has a collection of grade II buildings including the Victoria Building and the Royal Infirmary which were both designed by the noted architect Alfred Waterhouse in 1887-92.

2.3.2 A plan showing the location of the Williamson Tunnels is shown overleaf on page 16. A plan showing designated heritage assets around Paddington Village is on page 18.
2.3.3 In accordance with the NPPF ‘great weight’ will be given to the conservation of the significance of these assets, including the contribution of setting to that significance. Any development will be expected to meet the requirements of the ‘statutory duties’ of the Planning (Listed Buildings and Conservation Areas) Act 1990 by paying special attention to the desirability of preserving the relevant heritage assets, and their setting.

2.3.4 The SRF area incorporates a series of structures, known as the Williamson Tunnels, which have been identified by the Local Planning Authority as non-designated heritage assets. The tunnels were constructed for the philanthropist Joseph Williamson between c.1800-1840 and were subsequently in-filled with rubble in the late 19th century. In the late 20th and early 21st century, the tunnels were excavated and re-opened to public as a heritage centre and they now offer an opportunity to add a layer of further distinctiveness to the SRF area. The relevant NPPF policy for non-designated heritage assets will apply to consideration of the tunnels within the SRF site.

2.4 World Heritage Site Buffer Zone

2.4.5 The SRF area is located outside and to the east of the WHS buffer Zone (BZ). It is possible for the outstanding universal value (OUV) of a WHS to extend beyond the boundaries of the actual World Heritage property and its BZ. However, there is a significant degree of separation between the boundary of the BZ and the SRF area and the effect of topography and the relatively level area between the BZ and site reduces the potential for the site to form a backdrop to the WHS. There are no attributes of OUV within the vicinity of the site and an assessment of the OUV, authenticity and integrity of the WHS will not be required as part of the consideration of the potential impact of the SRF proposals.

2.4.6 The Anglican Cathedral, approximately 1 km south, is remote from Paddington Village and separated from the site by a considerable area of intervening townscape. Views are nonetheless gained of the Cathedral from the site, and adjoining streets and any consideration of the setting of the Cathedral should be proportionate to the likely effects of any proposed development.
2.5 Strategic Views

2.5.1 Liverpool City Centre occupies a shallow bowl to the west of the ridge of higher ground that is dominated by the two cathedrals. The Anglican Cathedral is located approximately 1 km to the south of Paddington Village. Given the separation and extent of intervening townscape the Anglican Cathedral is unlikely to be a consideration for the SRF development proposals. The Metropolitan Cathedral is located to the west of the SRF area and proposals for a gateway tall building within the SRF area has potential to change the setting of the cathedral and will need to be considered carefully with a thorough view detailed analysis.

2.5.2 The SRF is located away from the waterfront and the majority of the City’s tallest buildings. Paddington Village is located on the highest land point within the City Centre boundary.

2.5.3 Several key view corridors to strategic City landmarks, such as the two cathedrals, and local landmarks in the immediate vicinity, cross the site and provide opportunities to align routes and vistas that integrate Paddington Village in the wider context by retaining and framing key views.

2.5.4 Moving east from the proposed development site the land is relatively flat. With enough built height this may allow glimpses of the proposed development as you enter the city from the motorway. The site could therefore become a visual landmark and way-point noting the gateway into the city centre.
3.0 Transport and Accessibility

A5300 to Runcorn & the Mersey Crossing

To Southport and Ormskirk

3.0 Transport and Accessibility
3.1 Site Accessibility

3.1.1 Paddington Village is located on the eastern boundary of the existing City Centre. Lime Street Rail Station is 1km to the west of the site, with the River Mersey marking the western boundary of the city centre some 2.5km distant. The site is significant in terms of accessibility in that it represents the Eastern Gateway into the City Centre. Edge Lane passes through the site while Grove Street/Low Hill, Upper Parliament Street and New Islington/Hunter Street form an effective inner ring road around the existing City Centre. Paddington Village sits on the edge of this inner ring. The site is bisected by the City Line rail line, (sitting within a deep cutting as it passes the site). Although no rail station is within easy walking distance of the site, the City Line connects Liverpool City Centre with the wider rail network, linking directly with the West Coast Main Line. This drastically reduced congestion at this key gateway into the City Centre. Low Hill, (and to a lesser extent Grove Street) are significant roads running in a north-south direction to the immediate west of the site. Grove Street carries lower traffic volumes than Low Hill, but is a more significant route for buses. Wavertree Road, (to the east) and Brownlow Hill, (to the west) carry less significant flows of traffic, but are very significant public transport corridors carrying circa 30 buses per hour in each direction. Brownlow Hill connects the SRF area with the main university campus buildings and leads directly to Liverpool Central Rail Station, (1.5km to the west). It is recognised as a significant public transport corridor.

3.2 Movement

3.2.1 Paddington Village straddles one of the main vehicle routes into Liverpool City Centre from the east. Edge Lane/Mount Vernon Road is on the designated freight route in Liverpool and links the site with the M62 motorway at the Rocket Interchange. The road continues to the north-west of the site into the core of the city centre. Edge Lane was the subject of a major improvement project in 2010 which increased the capacity of the road at key junctions along its length. Significantly, the Low Hill / Mount Vernon Road junction was radically improved and the main traffic flow redirected away from Hall Lane onto Low Hill. This drastically reduced congestion at this key gateway into the City Centre. Low Hill, (and to a lesser extent Grove Street) are significant roads running in a north-south direction to the immediate west of the site. Grove Street carries lower traffic volumes than Low Hill, but is a more significant route for buses. Wavertree Road, (to the east) and Brownlow Hill, (to the west) carry less significant flows of traffic, but are very significant public transport corridors carrying circa 30 buses per hour in each direction. Brownlow Hill connects the SRF area with the main university campus buildings and leads directly to Liverpool Central Rail Station, (1.5km to the west). It is recognised as a significant public transport corridor.

3.3 Car Parking

3.3.1 Paddington Village sits within a controlled parking zone, with on-street parking restricted to permit holders and pay and display users only across the entire City Centre as far east as Kingslake Street, (150m to the east of the site). The adjacent Royal Liverpool University Hospital and University Campus generate significant demand for car parking at present. In its 2011-2016 Estate Strategy, the University of Liverpool indicated the availability of circa 1,800 car parking spaces in 20 locations across their entire campus. However, recent intensification of land use at the University is known to have resulted in the University having a shortfall in the number of parking spaces needed for staff use. Further development will place additional pressure on car parking in the Knowledge Quarter.
3.4 Rail

3.4.1 Paddington Village is located directly over the City Line rail line, between the stations of Liverpool Lime Street, (1km to the west) and Edge Hill (1km to the east). Between these two stations, the City Line sits within a deep cutting/tunnel and is restricted in width, which is known to create a capacity issue on the rail network for services using Lime Street. Services on the City Line connect the City Centre with the conurbations to the east of Liverpool towards Manchester and directly access the West Coast Main Line. Liverpool Central Station, some 1.5km to the west of Paddington Village, sits on the Northern Line of the Merseyrail network. The Northern Line provides access between the City Centre, and Hunts Cross / South Parkway, (to the south) and Ormskirk, Kirkby and Southport, (to the north) with circa 4 services per hour to each destination. Paddington Village is connected to Liverpool Central Rail Station by Brownlow Hill, which provides direct pedestrian connectivity in 20 to 25 minutes walking time, (downhill in a westerly direction).

3.5 Bus

3.5.1 Paddington Village is exceptionally well located on the local bus network. The main bus corridor of Brownlow Hill, (to the west) and Wavertree Road, (to the east) bisects the site via Mount Vernon Road. Approximately 30 services per hour in each direction operate on this corridor between South Liverpool, (Halewood, Netherley, Childwall) and the City Centre, and between the Croxteth area, (to the east) and the City Centre. Mount Vernon Road and Wavertree Road benefit from bus priority measures which ensure buses are not delayed en-route to the City Centre by general commuting traffic on Edge Lane. These measures do not currently extend to Grove Street or Brownlow Hill.
3.6 Cycling

3.6.1 Paddington Village is well placed to take advantage of designated local cycle routes already identified on the Liverpool Cycle Map. Cycling connectivity across Edge Lane is already accommodated 150m to the east via a Toucan crossing and an existing cycle route leads directly into the area via Mason Street, ending at Elm Grove. The main cycle route into, and through, the University Campus is via Mount Pleasant and Oxford Street, with cycling priority measures in place at junctions along this route, and cycle parking located along the entire route. This route connects the University and City Centre with the residential areas to the immediate east and south of the city, which are known to be popular residential areas for university students. The route is known to be very well used by cyclists. Brownlow Hill also benefits from cycle priority measures, and is the subject of proposed improvements prior to 2019 under the Liverpool City Centre Connectivity Programme which will see it enhanced as a cycling and public transport corridor, offering improved connectivity between Paddington Village and the core of the City Centre.

3.7 Walking

3.7.1 In the past decade the City Centre has benefitted from significant investment in the public realm, and the pedestrian infrastructure through the Knowledge Quarter has been significantly improved, although targeted investment is still needed. Pedestrian connectivity across Grove Street, (to Brownlow Hill) and across Mount Vernon Street, (to the Kensington area) is functional at present. With significant development of the Paddington Village site the pedestrian connectivity will need to be further improved to ensure the severance effect of these roads is broken down. High quality pedestrian connectivity across the site will be fundamental to the success of Paddington Village and to the Knowledge Quarter. As the City Centre expands, walking times across the city will increase and it is anticipated that the average walking time between Paddington Village and the existing Business District, (Old Hall Street) will be 40 minutes for an able bodied person.
4.0 Strategic Economic & Regeneration Context

4.0.1 This SRF has been prepared to ensure that the opportunity presented by Paddington Village is maximised to deliver a range of strategic policy priorities for Liverpool City Centre and the wider City Region in fostering and accelerating economic growth and prosperity.

4.0.2 This section highlights key areas of existing strategic regeneration context that underline the strategic importance of the Paddington Village and its potential to create a class leading and creative neighbourhood within the Knowledge Quarter.

4.1 Northern Powerhouse Independent Economic Review

4.1.1 The Northern Powerhouse Independent Economic Review (NPIER) was undertaken to provide an evidence base to support the future “narrative” for the Northern Powerhouse and the analytic bedrock from which to build strategy and action planning, building on the HM Treasury’s ‘Fixing the Foundations’ report published in 2015.

4.1.2 The NPIER highlights the existence of a longstanding ‘performance gap’ between the North and the rest of England. Whilst there is evidence the gap was closing during the early 2000s following the 2008/09 recession it has widened further.

4.1.3 Detailed consideration is given to the factors contributing to this gap with the research concluding that productivity (GVA), followed by employment, account for the largest share of the North’s ‘performance gap’. The North’s below average productivity performance is recognised to be predominantly a result of workforce skills, although there is evidence of issues relating to technology, investment and connectivity.

4.1.4 In order to overcome these challenges, the NPIER sets out a vision for the North in 2050: “Under the ‘transformational’ scenario, by 2050 the North would have 850,000 more jobs than under the ‘business as usual’ scenario, with 2.5 million new jobs in total. If this vision is realised, by 2050 the North’s GVA is projected to be £97 billion higher than if there was ‘business as usual’.”

4.1.5 The NPIER specifically analyses the economy of Liverpool City Region and identifies a number of sector strengths upon which the LEP must build; including health and life sciences, financial and professional services, retail and the visitor economy. In order to support these priority sectors and tackle the key economic challenges in Liverpool City Region, the NPIER highlights that: “LPCR partners have identified a programme of critically important investments focused on transformational knowledge & innovation, transport & infrastructure, enterprise & business, and skills agendas.”

4.2 Liverpool City Region Growth Strategy (2016)

4.2.1 In 2016, the Liverpool Enterprise Partnership (LEP) published the Liverpool City Region Growth Strategy which sets out a strategy for economic growth over the next 25 years. The growth strategy is based on the following vision: “We will build on our core strengths and capacity for innovation to create a truly global and competitive City Region at the heart of the Northern Powerhouse.”

4.2.2 Key outcomes identified in the Strategy include the delivery of:

• 100,000 new jobs by 2040
• 20,000 new businesses over the next 25 years
• Additional £22 billion GVA by 2040.
• Average productivity per worker to increase by 56% to over £76,000 by 2040.
• Increased commercialisation of research and development.
• Increased employment rate, to 58% by 2025, and a decreased unemployment rate.

4.2.3 The Strategy highlights those key growth sectors in the City Region with significant economic potential, two of which include financial and professional services and health and life sciences. The Strategy aims to maximise the potential of these sectors and related assets and focus on creating new and expanding existing successful businesses through the promotion of innovation and entrepreneurial activity.

1 SQW & Cambridge Econometrics (2016) Northern Powerhouse Independent Economic Review
2 Ibid – Page 5
3 Ibid – Page 55
4 Liverpool City Region Local Enterprise Partnership (2016) Building Our Future – Liverpool City Region Growth Strategy
5 Ibid – Page 6
7 Rebalancing Britain: Policy of Slogan? Liverpool City Region – Building on its Strengths: An Independent Report, The Rt Hon the Lord Heseltine CH and Sir Terry Leahy (October 2011)
4.3 Liverpool City Centre Strategic Investment Framework (2012)

4.3.1 The Liverpool City Centre Strategic Investment Framework (SIF)6 was published in 2012; it builds upon the original SIF published in 2001 and the recommendations from the Rebalancing Britain: Policy or Slogan Report (2011)? and sets out a strategy to guide investment across the City Centre over the period from 2012 to 2027. The SIF seeks to enhance Liverpool’s competitive strengths and deliver economic growth.

4.3.2 Underpinned by baseline economic analysis, the SIF supports growth and investment in four key economic sectors, including:

- Financial, Professional and Business Services
- Life Sciences
- Creative and Digital
- Culture and Visitor Economy

4.3.3 The SIF recognises the Knowledge Quarter as a unique area of economic opportunity and one of the six locations within the City Centre with the ability to differentiate Liverpool economically on both a national and international scale.

“An area of expertise, knowledge and wealth creating potential. Investment in a number of key development opportunities, extending the campus environment, to provide more knowledge based floor space, together with improved connectivity, public realm and supporting infrastructure will enhance the area’s vitality and further establish the Knowledge Quarter, home to Liverpool’s three universities, as a vital economic hub.”

4.5 Liverpool Knowledge Quarter SIF (2011)

4.5.1 Owing to the importance of the Knowledge Quarter to the City, a specific Strategic Investment Framework (SIF) for the area was prepared in 2011. It provides an Action Plan that identifies opportunities for the delivery of physical regeneration, development and investment of the Knowledge Quarter. The SIF sets out a long-term vision for the Knowledge Quarter:

“The Liverpool Knowledge Quarter will be a globally recognised investment location synonymous with knowledge as well as the City’s famous cultural assets.

Building on the successful investment within the Hope Street area, the Liverpool Knowledge Quarter will be characterised by award winning standard hard and soft infrastructure, co-located with a wealth of cultural, commercial and academic knowledge assets of international standing.

The Knowledge Quarter will support and nurture the establishment and growth of home-grown, national, and international knowledge-based companies within a vibrant City Centre environment.”

4.5.2 In order to achieve this vision, grow the knowledge economy and develop the Knowledge Quarter the SIF identifies the following priorities as a focus for the next five years:

- Enabling Infrastructure - Deliver fit for purpose commercial knowledge economy floorspace and invest in the physical environment and public realm.
- Creating a World Class Investment Environment - Establish a clear and defined identity and sense of place; promote a mix of uses including ancillary retail, leisure, cultural and visitor, and residential where appropriate, alongside the knowledge floorspace and target investment in sector-specific business support - promoting ‘knowledge networking’.
- Branding and Proposition Development - Undertake a comprehensive Liverpool Knowledge Quarter brand strategy to promote the Knowledge Quarter.

- Promoting Sustainable Development - Guide investment in and increase the use of more sustainable modes of transport that will contribute to a sustainable knowledge-based economy.
- Developing Sustainable Communities - Contribute towards the development of sustainable communities and promote activity which encourages this growth, for example by creating opportunities for new employment, the development of local skills, the provision of homes and development of public realm networks.

4.5.3 The main targets for investment and development opportunities (in 2011) were as follows:

- Development of Copperas Hill including John Moores University’s plans for the redevelopment of the former sorting office as a key City Centre gateway location for the Knowledge Quarter.
- Investment to address the shortage of City Centre student accommodation and provide additional space outside term time for conference-goers.
- Integration of the Creative Campus at Hope University with the rest of the City Centre.
- Development of commercial laboratory space, through delivery of the BioCampus.
- Reprovision of Royal Liverpool University Teaching Hospital.
- Expansion of existing facilities for the Liverpool School of Tropical Medicine.
- Redevelopment of the Pembroke Place area of the Islington Quarter to support and enhance the hospital and Liverpool School of Tropical Medicine plans.
- Expansion of Liverpool Science Park through provision of a third innovation centre.

4.6 Knowledge Quarter - Progress to date

4.6.2 There has also been significant progress in respect of projects highlighted in the 2012 SIF; these include:

- Planning permission being granted for the redevelopment of Copperas Hill to deliver a transformational campus building for John Moores University.
- Two new Bio-Science buildings and new student accommodation (comprising over 1,200 bed-spaces) at the junction of Brownlow Hill and Grove Street within the University of Liverpool campus.
- A new Royal Liverpool Hospital at the bio-campus now under construction and planning permission recently received for the Clatterbridge Cancer Centre as part of a £157 million investment in cancer care across Merseyside.
- Innovation Centres 1-3 (Liverpool Science Park); laboratory and office incubator building.
- Sensor City; an incubator facility comprising incubator units, laboratories, breakout spaces and meeting rooms with, car and cycle parking.
- Materials Innovation Centre (UoL) A research laboratory building including office spaces and ancillary support spaces.

4.6.3 In June 2016, as part of the launch of the International Festival of Business, Mayor Joe Anderson announced the launch of “Paddington Village” which marks a further phase of growth of the City’s Knowledge Quarter. The area presents a significant gateway opportunity of international importance with a unique topographical position on the City’s skyline to create a national and international hub, specialising in cutting-edge life and medical sciences.

4.6.4 In June 2016, the City Council announced that Paddington Village has been chosen as the new Northern Headquarters for one of the world’s most renowned medical institutions – The Royal College of Physicians (RCP).

4.6.5 The RCP was founded in 1518 by Henry VIII and is to establish its first centre of excellence outside of London. The RCP will take 70,000 sqft of office space in a purpose-built facility in the first phase of Paddington Village.

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8 Ibid - Page 26
9 CIA (2011) Liverpool Knowledge Quarter Strategic Investment Framework
10 Ibid – Page 13
11 Liverpool City Centre Strategic Investment Framework (2012)
4.7 Long Term Rail Strategy

4.7.1 In 2014, Merseytravel and Network Rail published their Liverpool City Region, (LCR) Long Term Rail Strategy. This has particular significance for the Knowledge Quarter, and specifically for the Paddington Village development site, which has a dis-used rail tunnel, and the main City Line rail line passing beneath it. The City line connects Edge Hill Station, (to the east) with Liverpool Lime Street station, (to the west). The dis-used Waterloo Tunnel runs below Paddington Village to the immediate north of the City Line rail cutting, and the dis-used Wapping Tunnel runs to the south of the City Line. Two of the twelve Long Term Programmes of work could impact upon Paddington Village.

• Re-use of the Wapping Tunnel to construct a new rail line linking together the Northern, Wirral and City Line rail lines, and including new rail stations serving the Universities / Smithdown Road Corridor. It is envisaged one of these station would be in the Crown Street / Myrtle Street area, within 5 minutes walking distance of Paddington Village.

• Improving Rail capacity at Lime Street Station, to accommodate additional services including HS2 proposals.

4.7.2 The rail strategy projects as far forward as 2034, but Paddington Village is clearly very well placed to take advantage of the long term improvements planned on the rail network across the City Region, and beyond.
5.0 Planning Policy Context

5.0.1 The policy context comprises statutory and non-statutory policies and strategies. Of these, the NPPF, Liverpool Unitary Development Plan (UDP) and the Joint Merseyside and Halton Waste Plan are the respective national and local level policy documents that are in force with the Liverpool Local Plan emerging to replace the UDP.

5.1 National Planning Policy Framework

5.1.1 The Government has made clear its expectation, through the publication of the NPPF, that the planning system should positively embrace well-conceived development to deliver the economic growth necessary and the housing needed to create inclusive and mixed communities. The Framework also:

- sets out a clear presumption in favour of sustainable development based on economic, social and environmental objectives
- confirms Government’s commitment to securing economic growth in order to create jobs and prosperity, building on strengths to meet the twin challenges of global competition and of a low carbon future
- reaffirms that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people
- seeks to conserve and enhance the natural environment, supporting development that is resilient to climate change and introduces new green infrastructure, and
- seeks to sustain and enhance our historic environment, recognising that heritage assets are an irreplaceable resource and great weight should be given to the asset’s conservation; the more important the asset, the greater the weight should be while also recognising that not all elements of a World Heritage Site or Conservation Area necessarily contribute to its significance
- provides a policy framework whereby harm can be weighed against public benefits of development

5.1.2 Case law has established that the NPPF provides a process, with respect to listed buildings and conservation area, for meeting the ‘statutory duties’ of the Planning (Listed Buildings and Conservation Areas) Act 1990.

5.2 Planning Practice Guidance

5.2.1 The Planning Practice Guidance (PPG) has been produced alongside the Framework to provide further guidance on matters such as the requirement to conserve and enhance the historic environment, ensuring good quality design in all developments, encouraging the effective use of land by re-using previously developed land, and confirming the role of planning in addressing the potential impacts of climate change.

5.3 Liverpool Unitary Development Plan 2002

5.3.1 The Liverpool Unitary Development Plan (UDP) was adopted in November 2002. The strategic objectives and policies of the UDP are set within the context of the economic, social and environmental conditions that affected the city at that time; those factors largely remain prevalent today.

5.3.2 The Corporate Policy Context chapter of the plan sets out wider (non-planning) strategies and initiatives across the city, indicating how the UDP will contribute to an holistic approach for addressing such key issues as population loss, high unemployment and declining environmental quality.

5.3.3 The Corporate Vision identifies the overriding objective of the UDP, which is for urban regeneration to support job creation and economic growth.

5.3.4 The SRF area is identified in the UDP as comprising:

- Approximately 30% land allocated as a mixed use area (Policy E6) at the northern end of the site
- A small area allocated for housing development (Policy H1), and
- A parcel of land in the south west corner identified as green space (Policy OE11, OE12)

- The remainder of the site is washed over by the generic ‘Primarily Residential Housing Area’ designation (H4). Such areas encompass a wide range of uses including, as in this case, schools (now demolished) and community facilities.

5.3.5 Policy E6 supports the delivery of mixed use development which provides a range of complementary uses such as residential,
employment, community, leisure and retail and which can be accommodated in relatively compact areas of the city.

5.3.6 The provision of land for new housing is covered by Policy H1 which identifies sites suitable for the supply of housing land; development for uses other than housing will not be permitted unless substantial planning benefits would be provided and that the loss of the site would not prejudice the overall supply of housing land.

5.3.7 The provision of new housing is supported through policy H1, and explains that development for other uses will only be permitted when substantial benefits would be provided in return and the loss of the site would not prejudice overall housing supply. Policy H5 provides design advice in respect of new housing development. All new development should also comply with the provisions of policy HD18 (General Design Requirements) and supporting advice in the Liverpool Urban Design Guide (July 2003).

5.3.8 Policy OE11 is a criteria-based policy that, while setting out a general presumption against development on green space, includes criteria to permit development which can be accommodated without material harm to the recreational function of the green space, its visual amenity, relationship to adjoining green spaces, and any known nature conservation value. A complementary policy (policy OE12) aims to enhance the stock of green space by improving the quality and management of existing parks, pursuing opportunities for new recreational provision, and improving links between parks.

5.3.9 Policy HD1 to HD14 provide guidance in dealing with new development proposals, and will be used to determine planning applications. These policies will provide detailed advice to developers and others on the scale, design, accessibility, sustainability etc. of proposals.

5.3.10 Policy GEN3 confirms the Council’s aim to protect and enhance the built environment of the City by, inter alia, preserving and enhancing historically and architecturally important buildings and areas and, where appropriate, involving local people. Policy HDS asserts that planning permission will only be granted for development affecting the setting and important views of a listed building where the setting and important views of the building are preserved.

5.4 Joint Merseyside & Halton Waste Local Plan (July 2013)

5.4.1 The Waste Local Plan was adopted on 18 July 2013. The Waste Local Plan introduced a number of new policies that are now material to the consideration of planning applications.

5.4.2 Policies WM8 and WM9 are most relevant for most forms of development. Policy WM8 (Waste Prevention and Resource Management) requires any development which involves demolition and/or construction to implement measures to achieve the efficient use of resources; while policy WM9 (Sustainable Waste Management Design and Lodge for New Development) seeks to ensure developers incorporate sustainable waste management principles into their proposals.

5.5 Emerging Liverpool Local Plan

5.5.1 The City Council is currently preparing a Local Plan for the City which once adopted will replace the UDP. The first stage of public consultation (Regulation 18), took place between December 2013 and April 2014. The City Council began a six week consultation on the draft Local Plan on 16th September 2016.

5.5.2 In accordance with the National Planning Policy Framework (NPPF) the Local Plan will provide a long-term spatial strategy, strategic priorities and policies for future development in the City specifically with regard to the quantity and location of new homes, employment provision, shops, facilities and other services, transport and other infrastructure provision, climate change mitigation and adaptation and the conservation and enhancement of the natural and historic environment. Additionally, it will set out:

- Development management policies that will guide the delivery of development in the City and will be used to determine planning applications. These policies will provide detailed advice to developers and others on the scale, design, accessibility, sustainability etc. of proposals;
- Site allocations for residential, employment, retail and other land uses across the City, to be shown on a map; and
- Designations where land is proposed to be safeguarded or where specific policies apply, such as for District and Local Centres.

5.5.3 The draft Local Plan sets out strategic priorities for:
- Strengthening the City’s economy;
- Creating residential neighbourhoods that meet housing needs;
- Vital and vibrant centres;
- A high quality historic environment;
- An attractive and safe City with a strong local identity;
- High quality green infrastructure;
- Using resources efficiently;
- Maximising sustainability;
- Maximising social inclusion and equal opportunities.

5.5.4 The draft Local Plan also includes a City Centre chapter which includes specific city centre priorities including protecting and strengthening Liverpool City Centre’s role as a vibrant and distinctive regional centre, and encouraging and facilitating further economic growth and support for the financial, business and professional services sector, life sciences sector, knowledge-based and creative and digital industries.

5.5.5 Priorities are also included for the character areas of the City Centre. The SRF area is within the Knowledge Quarter, the priorities include the following which are relevant to the SRF:

- To support existing facilities including the Royal Liverpool Hospital, Science Park and the Universities;
- To attract new businesses and encourage existing businesses to grow, particularly those which would strengthen the Knowledge Quarter, thus creating more jobs;
- To improve the public realm and environmental quality including enhanced green infrastructure;
- To support ancillary uses and infrastructure, particularly in the Islington/London Road area which support the growth of the Knowledge Economy including hotels, neighbourhood shops and services;
- To improve connections across the area and to residential communities in North Liverpool, specifically pedestrian and cycle links, to create a safer and more attractive environment.

5.5.6 Policy CC3 of the City Centre chapter deals specifically with the Knowledge Quarter. The policy seeks to ensure that it is a key growth area and that the area’s economic potential and ability to attract and retain research companies and high growth businesses is maximised.

5.5.7 Policy CC14 deals with convention retail provision and community facilities within the city centre. Policy CC19 is concerned with housing provision in the City Centre supporting proposals which improve and diversify the housing offer subject to a number of criteria, whilst Policy CC20 deals with student accommodation in the City Centre. It supports purpose built student accommodation within the Knowledge Quarter.

5.5.8 Thematic policy area chapters within the Local Plan include policies for Employment Land Supply, Office Development, Housing Requirement, Student Housing Provision, the hierarchy of retail centres in Liverpool, Out of Centre retailing, Urban Design, Heritage Assets, protecting and enhancing green infrastructure, sustainability and accessibility.

5.6 Supplementary Planning Documents

5.6.1 The Council has produced and adopted a number of Supplementary Planning Documents (SPDs) to provide additional guidance on specific areas of policy. The following are examples of these documents which have been taken into account in preparing this SRF:

5.6.2 Ensuring a choice of Travel SPD provides consistent guidance on access and transport requirements for new development across the wider Merseyside area. It includes a number of objectives including: ensuring a reasonable choice of access by all modes of transport to new development, improving road safety and providing opportunities for people to walk or cycle. It aims to achieve a balance of transport infrastructure which provides access to employment, leisure, retail and other facilities and a framework for future investment in the City’s strategic road and rail network.

5.6.3 Design for Access for All SPD highlights the need to design high quality and inclusive buildings and landscapes to meet the needs of all users, including disabled people.

5.6.4 Liverpool Maritime Mercantile City World Heritage Site SPD was adopted in October 2009 and provides detailed guidance for new development, regeneration and conservation in the Liverpool Maritime Mercantile City World Heritage Site and the surrounding area. Proposals for tall buildings outside the World Heritage Site or Buffer Zone will be considered on their own merits, in the context of local, regional and national planning policy.
6.0 Economic & Social Character

6.1 Socio-Economic Characteristics

6.1.1 Liverpool City Centre has shown positive socio-economic trends over recent years, with the number of residents claiming JSA declining by a significant 53.8% over the past 2 years and the number of jobs growing by 2.8% on average annually. This is greater than the jobs growth seen across Liverpool (0.7%) and Liverpool City Region (0.3%). The improved socio-economic performance of Liverpool City Centre coincides with the recovery of the economy nationally.

6.2 Deprivation

6.2.1 The improved socio-economic conditions exhibited in the City Centre are not reflective of conditions in surrounding neighbourhoods, which continue to experience significant issues of multiple deprivation and are classified as being within the 10% most deprived areas in England.

6.3 Economic Activity and Unemployment

6.3.1 Economic activity rates in Liverpool City Centre and the surrounding neighbourhoods, except Riverside, are lower than the Liverpool average (63.4%) and range from 49.8% - 60.9%, with the City Centre ward maintaining the lowest economic activity rate in 2011. Long-term unemployment is low in the City Centre ward, whilst the surrounding neighbourhoods, except Riverside, exhibit a long-term unemployment rate that is higher than the Liverpool average.

6.4 Occupations and Industries Supported

6.4.1 In four of the six surrounding neighbourhoods, relatively low proportions of residents are employed in higher paid managerial, professional and technical occupations (24.1% - 29.9%) compared to the Liverpool average (36.3%). This contrasts with the City Centre and the neighbourhoods to the south (Riverside and Princess Park), which contain relatively higher proportions of residents employed in higher paid managerial, professional and technical occupations (42.4% - 46.2%). Key industries supported in the surrounding neighbourhoods include water supply, sewerage, waste management and remediation activities, the mining and quarrying sector and accommodation and food services.

6.4.2 The socio-economic baseline has shown distinct differences in local characteristics, with an improving City Centre surrounded by neighbourhoods which continue to exhibit characteristics of socio-economic need and deprivation. Securing investment and creating additional employment opportunities in the City Centre, including in areas such as Paddington Village, can help to support the continued development of Liverpool City Centre whilst creating positive socio-economic conditions and enhancing the wellbeing of residents in adjacent neighbourhoods.
7.0 Issues and Opportunities

1. A Unique Gateway Opportunity to the City

7.1.1 Paddington Village is uniquely positioned within the City Centre and has the potential to deliver a strong definitive gateway from the east and create an international destination of choice for businesses specialising in cutting-edge life and medical sciences owing to the existing agglomeration of the life science community.

2. A New Connected Place and Sustainable Neighbourhood

7.2.1 The size and scale of Paddington Village has the potential to create a new ‘urban’ piece of the City Centre which can deliver significant employment opportunities, expand the residential offer within the City Centre, new public realm and urban park space and create an exemplary and distinctive place based upon sound place-making principles and leading sustainability principles.

7.2.2 A key constraint is the severance of Paddington Village to the rest of the Knowledge Quarter and the City Centre more generally. Paddington Village needs to re-connect and re-knit back into the existing fabric and neighbourhoods that surround it.

3. Building Heights and Topographical Position

7.3.1 Paddington Village occupies the highest land point within the City Centre. This makes a desirable location for buildings/structures which can rise above the City enabling visual connections to be made to other parts of the City including the waterfront. Liverpool City Centre, however, is a sensitive townscape owing to its plethora of significant heritage assets and the designated World Heritage Site.

4. Heritage and Character

7.4.1 Paddington Village is located close to a number of designated heritage assets and any development will need to have regard to their significance in accordance with relevant legislation, policy and guidance. The landmark qualities of listed buildings, including St Mary’s Church and the University Victoria Building tower provide a visual reference that could help achieve a distinctive and contextual master plan.

7.4.2 The structures associated with the Williamson Tunnels provide a further opportunity for heritage assets to be celebrated and integrated into the master plan.

5. A Strong Sense of Place

7.5.1 Paddington Village has the opportunity to create its own unique distinctive character. Quality public realm and open space; high quality architecture; landscaping; and, urban form, together with enhanced connectivity are all important aspects in creating unique places where people want to be.

6. Land Owningships

7.6.1 While the City Council control a substantial landholding within the SRF area, there are a number of fragmented third party landholdings, which may constrain regeneration activity moving forward.
7 Social Inclusion and Integration

7.7.1 Paddington Village should seek to be a fully inclusive development which forms links with the existing communities surrounding the site. The integration of community facilities and quality amenity space should benefit the local residential and student populations as well as education and business institutions etc. Paddington Village should be a place for all.

8 A University City & the Student Economy

7.8.1 Liverpool has approximately 57,000 students. The University of Liverpool, Liverpool John Moores University, Liverpool Hope University as well as the Royal Liverpool University Hospital are all within close proximity. Paddington Village offers the opportunity to expand the facilities of these existing institutions while reinforcing the Paddington Village as a centre of knowledge and strengthening existing links with businesses.

9 An Environmentally Sustainable Development

7.9.1 A holistic approach to environmental sustainability should be taken. Paddington Village represents a prime opportunity to promote exemplar sustainable urban living and low carbon employment opportunities. The site is of sufficient scale to adopt large scale strategies for developing site wide heat and power creation from renewable and low carbon energy sources.

10 A Vibrant Place Throughout the Day

7.10.1 Paddington Village has the opportunity to be a place to work, to do business, to socialise, learn, live and more.

7.10.2 The development has the opportunity to bring together the correct mix of uses to ensure Paddington Village remains ‘lively’ throughout the business day, into the evenings and during the weekend and holidays.

7.10.3 Without the correct mix of uses the development is at risk of being either deserted or congested as people flow in and out of the development site to occupy the individual plot uses.

11 Enhancing Connections

7.11.1 The Universities generate some of the City Centre’s highest levels of cycle and public transport use. An opportunity exists to capitalise on the well-established sustainable travel network in the vicinity of Paddington Village, and to gain maximum benefit from planned targeted investment to create a Green Corridor along Brownlow Hill, between Paddington Village and Lime Street Rail station. Furthermore, long-term plans to extend the rail network by bringing back into use the dis-used Wapping rail tunnel could see a new rail station constructed within 5 minutes walking distance, linking the City, Northern and Wirral lines directly.

7.11.2 As demand for sustainable transport modes across the Knowledge Quarter increases the need to invest in the existing cycling, walking and public transport infrastructure will become more imperative to ensure efficient travel along high quality routes to the core of the city. The varying topography across the site could present a challenge for direct pedestrian connection between the north and south areas of Paddington Village, across Mount Vernon Road.

12 Highways and Car Parking

7.12.1 Paddington Village sits alongside the main commuting route into the City Centre, from the motorway network to the east, thereby avoiding the need to travel directly into the core of the city centre. Edge Lane was recently the subject of public realm and highway capacity improvements which have greatly improved traffic flows, and the environment for all road users, along this key freight route.

7.12.2 Paddington Village sits within a Controlled Parking Zone, and it is known the presence of the two Universities already generate more demand for car parking in the Knowledge Quarter than is currently available. In addition, the close proximity of the Royal Liverpool University Hospital, currently the subject of comprehensive redevelopment, existing Knowledge Quarter businesses and the introduction of further transformational development through this SRF will present further demands upon car parking capacity. Unless specific, dedicated provision is made to address this shortfall in car parking on the eastern boundary of the City Centre the demand for car parking will significantly exceed available supply of spaces.

7.12.3 The effective movement of vehicles along Edge Lane, and through the Mount Vernon Street / Low Hill junction could be compromised by additional vehicle access points into Paddington Village. The location of a Multi-Storey Car Park will need to be carefully considered to ensure accessing / egressing vehicles do not impact upon the main commuting route. Targeted improvements at the Low Hill / Grove Street junction will help to ensure public transport to and from Paddington Village remains effective as demand grows.
The Key Principles of the Paddington Village SRF are to:

1. Deliver an internationally renowned City gateway and to ensure Paddington Village is the key destination for knowledge based industry and business.

2. Create a new supporting residential neighbourhood with a varied housing offer.

3. Produce an accessible and integrated place which enhances the setting of the local surrounding context.

4. Build a sustainable and green neighbourhood.

5. Provides a place which is inclusive.

6. Create a distinctive sense of and neighbourhood, ensuring life and vitality on weekends and evenings.
Access, Movement and Connections

9.1.1 There are a number of obstacles limiting pedestrian flow and connectivity through Paddington Village. The obstacles include property boundary fencing, topographical features such as retaining walls and highway crossing obstructions. Development at Paddington Village has the opportunity to address the issues to promote movement and integration between the site and the adjacent neighbourhoods.

9.1.2 The framework identifies a hierarchy of connections and routes through the site to promote the integration of Paddington Village with the City Centre and the residential neighbourhoods surrounding the site. The plan opposite outlines the primary, secondary and tertiary routes through the site which will form the basis for dividing the site into development plots and areas.

9.1.3 Two primary routes are proposed through the site.

St Mary's Walk
Connecting the site into the city via a crossing onto Brownlow Hill this east-west route runs directly through the site connecting with Irvine Street. This linear connection creates a clear visual continuation of Brownlow Hill, a major pedestrian thoroughfare in the Knowledge Quarter.

Paddington Way
The route links Paddington North through to Paddington South via the existing bridge traversing the City Line railway cutting and via a proposed pedestrian bridge crossing the heavily trafficked Mount Vernon Street. The route is vital for the viability of any future development proposals which would benefit or require connection to Paddington Central. While this route does not have to provide a visually direct course, it should be easy to distinguish and follow.

9.1.4 To ensure the successful flow of pedestrian movement into Paddington Village from Brownlow Hill the framework proposes highway works to ensure pedestrian movement is given sufficient priority over vehicle movement along Grove Street. Works to prioritise pedestrian movement should be considered holistically as part of a wider highways strategy to ensure wider aspects and objectives of the framework are met.

9.1.5 A number of secondary routes are proposed through the site. These routes form connections with a number of secondary entrance points established around the site. These connections include:

- **Crown Street Link**
The route runs through the western part of the Paddington South site and proposes to re-establish the historic Crown Street as a pedestrian route. The route will reconnect the existing Crown Street to the south with Crown Street located to the west of the site. The pedestrian route will also provide a route to the potential future rail link at Crown Street Park onto the Wapping Tunnel.

- **City Line Walkway**
The route looks to link with the Crown Street / Grove Street crossing providing an east-west pedestrian route and providing a frontage opportunity for developments built adjacent to the railway cutting.

- **Elm Grove Rise**
Elm Grove looks to preserve the existing pedestrian route on the site linking Mason Street with Smithdown Lane.

- **Kensington Way**
Linking Grove Street with the pedestrian crossing junctions along Irvine Street / North View the route ensures ease of movement through the site from the residential area of Kensington.
2 A Green Place

9.2.1 Green Infrastructure is a multifunctional resource capable of providing the landscape, ecological services and quality of life benefits that is required by the community to underpin sustainability. Its design and management requires protecting and enhancing the character and distinctiveness of the area with regards to habitats and landscape. As part of an integrated approach to urban infrastructure at Paddington Village it is expected that there would be a strategic positioning of the main utility corridors along the green network, including any site wide heat and power. The green network would also coordinate with and mitigate the surface water management associated with the new development through use of vegetated SUDS (Sustainable Urban Drainage Systems).

9.2.2 Key components of the Green Infrastructure network are:

1. **St Mary’s Walk**: a structured east-west, green space / route that has a strong relationship with the proposed Urban Square. Achieving a visual connection along the alignment of Brownlow Hill toward St Mary’s Church is considered essential within the SRF; therefore this part of the Green Infrastructure would need to be developed with that in mind.

2. **Paddington Way**: a natural way to move through the development from north to south. It will be characterised by structured but informal planting. As identified in section 9.1, the route is set in many ways by the locations where it is possible to cross the railway lines. It is an important route within the green infrastructure network as it gives the opportunity to link up a number of existing green spaces around Paddington Village, including Abercromby Square, Albany Road open space and the new Park, which incorporates the existing green space at the corner of Oxford Street and Grove Street.

3. **The Park**: a large open green space in the south west corner of the site which gives opportunity for passive and active recreation. A resource for residents, visitors and those that work or study in the area. Access to good quality open green space is a simple way to help improve health and wellness for all and as such is a good fit with the proposed uses and activities of Paddington Village.

4. Tertiary green routes: these will follow between the building plots but connect the green network on site with existing pedestrian links that connect to nearby green space, such as Abercromby Square. The open space at Albany Road, the new public realm at Crown Place Student Residences and Crown Street Park via crown street.

Principal drivers and considerations for Green Infrastructure within the SRF area are:

- Aligning the green network with main utility routes and movement routes.
- Surface water management to reduce run off but also enhance urban ecology and biodiversity.
- Increased amount of usable, good quality public open green spaces and route to maximise opportunities for active and passive recreation. Promote health and wellness.
- Connecting existing and proposed spaces to knit Paddington Village in to it’s surroundings, encourage walking and cycling and create a network of interconnected urban green which will provide better potential habitats for urban ecology than isolated green space.
- A designed green infrastructure to enhance landscape character and create a variety and richness of spaces.
Townscape

9.3.1 The crossroad junction of Mount Vernon Road and Grove Street has been identified as a gateway into the City which is being partially proved through the construction of the new Liverpool Royal University Hospital. The framework supports the development of the gateway through the development of a ‘tower’ building of significant height and quality addressing the crossroads. The gateway building should be clearly distinguished as the principal building of Paddington Village and should aspire to be the defining building of the Knowledge Quarter.

9.3.2 The tower should be tall enough to act as a way-finding point in the City and will mark the gateway into the City Centre when approaching from the M62 and the east of the City. The tower and gateway should define an appropriate ‘welcome’ to the City Centre and the Knowledge Quarter, helping define the city and aligning perceptions with Liverpool’s future direction.

9.3.3 The importance of the visual connection of the Paddington Village with Brownlow Hill sits alongside the importance of the pedestrian connection. Brownlow Hill is a strategically important route which will connect Paddington Village with the University of Liverpool, Liverpool John Moores University and the City Centre. At over 1km in length Brownlow Hill offers long distance views of Paddington Village. The alignment of Brownlow Hill with the listed structure of St Mary’s Church, at the highest visual point in the local area offers the opportunity to expose a hidden vista towards the Church bell tower. This visual link along with the pedestrian link is a defining principle of the development allowing Paddington Village to integrate with the historic context of the site.

9.3.4 Framing and enhancing the St Mary’s Church vista should be considered as an important aspect when considering future applications. Entering the site from Brownlow Hill the buildings which address the Grove Street crossing will mark an important gateway into the site. Buildings addressing the crossing should be of the highest design standards and address the Brownlow Hill to form a high quality gateway.

9.3.5 Throughout the site there are a number of secondary gateways which are identified on the map overleaf. Buildings in these locations should ensure the design proposals address the location objectives as gateway structures.
4 Land Use

Living Zone
9.4.1 A broad mix of residential accommodation should be provided to create a range of occupancy types promoting residential diversity within the city. Larger flats and townhouse accommodation for family living with private amenity space are suitable for sites towards the south eastern edge of the development and should bridge the transition between the taller, larger scale commercial buildings in the commercial zone and the 2-3 storey residential buildings to the south-east.

9.4.2 Residential units within Paddington North should complement the scale, character and urban form of the adjacent Kensington Fields Conservation Area while aiding the transition between the potential commercial office and non-residential units of Paddington Central.

9.4.3 All residential areas should seek to provide a range of uses which support urban living requirements. Uses within the living zones may include small scale convenience retail, bars, cafes, restaurants, as well as other complementary service based industries e.g. hair salons. Development within the residential zones should not exclude small scale commercial offices, healthcare, community facilities child care or school facilities so long as they are complementary to the primary use as a residential area.

9.4.4 Paddington Village has close links to existing neighbouring residential communities with existing facilities and community resources. It should be recognised that the proposed residential zones offers the opportunity to engage with these existing communities and could provide development which is supportive to the existing neighbouring requirements.

9.4.5 Paddington Village seeks to create a high quality, attractive, accessible and sustainable development for all aspects of the site including residential and living zone uses. It is the ambition that Paddington Village provides residential properties where people can live for life. Attention should therefore be given to achieving the highest (i.e. Silver or Gold) Commission for Architecture and the Built Environment (CABE) Building for Life standards, or other design best practice which may supersede this in the future, and Lifetime Homes standards.

Commercial Zone
9.4.6 The commercial zone is the economic heart of Paddington Village and should employ the highest standards of design and build quality to ensure it is a destination of choice for business, research and science related businesses and learning institutions. The predominant development use in this zone should be commercial office space, laboratories and studio spaces. However in order to create an area which is lively throughout the day, on evenings, weekends and holidays, secondary uses should be integrated. These uses should support the development of a commercial hub and provide facilities which draw people throughout the day. These uses would typically include food and drinking establishments, hospitality facilities and leisure based uses.

9.4.7 While a mix of uses is promoted within the commercial zone it should not be assumed that the more ‘mixed’ the scheme is, the better it will be. Careful consideration needs to be applied to the location of the supportive uses. It is particularly important that an active ‘street scene’ is present in the development creating activity at street level, encouraging inclusive interaction and allowing the secondary uses to spill out or interact with the elements public realm.

9.4.8 When considering potential uses within the commercial zone we must be conscious that mixed-use development can create a range of conflicts, problems and issues, e.g. noise, odour, traffic, deliveries and parking. This is especially so when considering the proximity of residential properties. These conflicting issues need to be resolved through careful and creative solutions to layout, design, management and long-term stewardship.

Education Zone
9.4.9 The Education Zone recognises the opportunity to strengthen the accepted relationship between the educational establishments of the City and the commercial knowledge hub which will be established through this SRF. Allowances should therefore be made within the proposed development zone to cater for such opportunities.

9.4.10 Located adjacent to the University of Liverpool boundary and close to the heart of the development the education zone should seek the highest standards of design and build quality.
5 Spatial Layout and Indicative Plots

9.5.1 Plotting the existing and proposed routes through the site reveals a series of land development parcels which are identified in the diagram. The land parcels vary in size and form an outline of the proposed built form of Paddington Village.

9.5.2 Within the development plots there are two major areas of public open space identified. OS1 is proposed as a significant public square which links with St Mary’s Way and provides space and outlook to plots C, D, E, and F. The square is in the heart of the commercial zone of Paddington Village and will be a hub of activity, busy with people movement and activity. The square gives these building plots additional value allowing commercial frontage opportunities and providing an important civic and pleasant space for the buildings to address.

9.5.3 Towards the south there is a second area of public open space labelled OS2. By contrast OS2 will be very different in nature to OS1 and will resemble a city park providing a ‘quiet’ area to stop and relax. Development plots P and M flank OS2 providing outlook opportunities for the space.

9.5.4 Each of the sites identified are indicative and may change in size or be sub-divided in order to meet the market requirements for development. Plots may also be joined together under a single use providing that the identified transit routes are considered and maintained where necessary.
Topography & Development Plateaux

9.6.1 The topography of the site will be an important factor in shaping Paddington Village. The site has a height level difference in excess of 15m across the entire site. This level difference is notable along the east-west axis where the level difference is in excess of 10m across the narrowest part of the Paddington Central site.

9.6.2 A number of retaining structures can be seen across the site where existing and historic developments have managed the topography. The most visually recognisable retaining structure can be seen alongside Low Hill – Mt Vernon Road junction where you will see a stone faced retaining wall alongside the highway.

9.6.3 Paddington Village will require further retaining structures and contoured landscaping to deal with this challenge. Individual developments which come forward will need to consider how their design proposals will manage the topography of the site to ensure there is a considered and planned approach to level change across the site. Attention should be made to ensure that topographical alterations on specific sites do not limit or hinder access or development opportunity on the remaining sites of Paddington Village.

9.6.4 The map overleaf deals with the topography of the site by introducing a series of plateaux for the development. The creation of plateaux creates opportunities for the site. The plateaux may help define landscape areas, manage level access routes with the site and create opportunity for developments to include basement parking. The introduction of a central plateau to Paddington Central also provides an opportunity to introduce a pedestrian bridge link above Mount Vernon Road (at the lower level) increasing the development opportunity of Paddington North.
Building Heights and Massing

9.7.1 Along the southern and eastern boundaries of the site are medium to high density, low (2-3 story) rise residential units. On the opposite corner of the Mount Vernon / Grove Street crossroads is The Royal Liverpool University Hospital building which is currently under construction and due to open in summer 2017. The new hospital has been designed as a landmark building addressing the approach into the City. At approximately 55.2m tall over 12 storeys the structure is significantly taller than all the buildings within the immediate vicinity of the site.

9.7.2 The framework supports developments which step up in height from the surrounding low rise structures towards the City Centre and the Mount Vernon St / Grove Street crossroads. The building heights should culminate with the tallest occupying the northern west corner of the Paddington Central development zone. A tall building in this location has a number of advantages that make it an appropriate proposal. It reinforces a gateway site on a key route into Liverpool City Centre; and the presence of a well-designed tall building could make a positive impact on the quality of the skyline and help the site to establish Paddington Village as part of the City Centre and Knowledge Quarter. A tall building within the site could also provide a focal point for the lower level buildings of Paddington Village and provide a catalyst for future regeneration.
Character

9.8.1 A careful approach to landscape / townscape character has been taken in order to create a distinctive place that relates well to its surroundings and is easy to orientate yourself in. The character of a place is created by a combination of many components including the uses which occur within it, the scale and mass of built form, the public routes and spaces and the landscape elements that sit within it. At Paddington Village there are three broad character Areas; Central, South and North.

9.8.2 Each of these character areas are based on an understanding of the character of the wider townscape and landscape surrounding the site. In turn these have influenced the design decisions in the development framework for the site itself in terms of townscape, building heights, building massing, density and layout of the key routes and spaces.

9.8.3 A key output of the SRF is that Paddington Village will form a successful transition between the Knowledge Quarter and the city centre in the west and the residential areas to the east. As specific design guidance comes forward it will need to amplify the characters of each of these areas.

Paddington North

9.8.4 This area of the SRF site is predominantly residential and fronts on to the Kensington Field Conservation area. The Kensington Fields Conservation Area is itself residential and is characterised by its strong geometric street pattern and Victorian Terrace houses and cobbled streets. The character of Paddington North should seek to compliment the scale and form of Kensington fields.

Paddington Central

9.8.5 This is the heart of Paddington Village. The tall buildings proposed here compliment the adjacent large scale developments of the Royal Liverpool University Hospital and University campuses, and reinforce the Mount Vernon Road strategic City gateway. A new, high quality urban square is proposed of a suitable size and character to relate to the proposed buildings, but which at a human scale will have active frontage to access a variety of commercial uses.

Paddington South

9.8.6 Like Paddington North this area is predominantly residential but the adjacent residential areas of Edgehill and Smithdown have less tightly laid out street patterns and many properties have front and rear gardens, contributing to a more open and green character. Proposals for Paddington South should reflect this character, delivering medium to high densities while transitioning to the scale of development in Paddington Central. The new park will be an enhancement of the existing green space at the south west of the site providing a quite relaxing environment in contrast to the more formal busier Urban Square with Paddington Central.
Active Frontages and Public Realm

Active Frontages and Public Realm

9.9.1 New buildings should be designed to support active frontages, particularly around key public spaces and pedestrian desire lines. Within Paddington Central ground floor, street level access to active commercial uses is key to the promotion of user inclusively, the creation of an evening economy and animated spaces which feel safe with plenty of natural surveillance.

9.9.2 Where the ground floor is intended to contain commercial or retail uses, it should be level with the street where possible and incorporate appropriately proportioned transparent glazing to promote street life and provide visual interest for pedestrians.

9.9.3 Outside the Paddington Central site the development uses become less commercially focussed and where commercial uses are not appropriate, active frontages can still be maximised through good design e.g. the position of residential front doors and windows.

9.9.4 On active frontages it is anticipated that there will be suitable hard surface up to the building façade. Where needed plot demises or lease boundaries can be indicated with subtle differentiation in bond of paving units or use of demarcation studs. In the case of A3 uses this can also delimit areas for external seating.

9.9.5 On semi active frontages, particularly residential, it may be appropriate to introduce a defensible strip of up to 2m width. This could be suitable planting or low walls and railings. Where proposed the treatment of any defensible space would need to be low enough to allow for inter-visibility between the façade and the public street or space.

9.9.6 Open Space One is a predominantly hard, intensively used urban space. It will have a formal layout and is the confluence of a number of pedestrian desire lines within the development. It is the principal open space in the development area and will have a layout and treatment that reflects this. It has a strong association with the proposed structural green infrastructure on St Mary’s Walk.

9.9.7 Open Space Two is predominantly, ‘soft’ and extensive urban green space. It is strongly associated with the green infrastructure on Paddington Way and has a less formal character than Open Space One. Open Space 2 will be a quieter space and will accommodate a wide variety of recreation and amenity.
10 Servicing and Vehicle Access

9.10.1 Clear routes for servicing vehicles to access each of the development plots within Paddington Village are essential to ensure regular maintenance and servicing is safely accommodated within the design. Paddington North will be serviced via Mount Vernon Green, which provides access onto Hall Lane, and into the core of the development area. Servicing routes into Paddington Central will be shared with pedestrians and cyclists - two separate access/egress points are proposed and have been carefully selected to ensure servicing vehicles will not impact the general flow of traffic on adjacent highways. Irvine Street and Elm Grove will both provide suitable access routes for servicing vehicles into Paddington Central, but must be designed to be a seamless element of the public realm. Smithdown Lane should be downgraded in significance as a through-route and this will give the opportunity to improve this route for sustainable transport, which must make suitable provision for servicing vehicles to adequately access each of the development plots.

9.10.2 The proposed Multi-Storey Car Park will be located to the immediate south of Elm Grove as this offers the only realistic location to accommodate the increase in traffic generated by Paddington Village without impacting upon any existing highways with commuting, freight or public transport significance. Access and egress into the car park must be located to the east of the plot, thereby allowing Elm Grove to be used to accept any queueing vehicles seeking access to the car park.
Development Framework

9.11.1 The Development Framework represents the culmination of the SRF principles and spatial concepts and provides a clear structure against which future planning application can be prepared and development delivered. The Development Framework is not prescriptive about the precise design of future development. It affords appropriate flexibility for the market to respond but sets expectations in terms of design standard and key principles to guide and form the creation of Paddington Village.

Illustrative Masterplan

9.11.2 Although the Development Framework does not prescribe a detailed design response, the illustrative masterplan below articulates one potential way in which the development framework, SRF principles and underlying spatial concepts could be interpreted across the site.
10.0 Planning, Design and Heritage Guidance

10.0.1 Development within the Paddington SRF is likely to be brought forward incrementally. Planning applications should adhere to the following general development principles and guidance:

10.2.1 This SRF promotes design excellence to assist in the creation of a vibrant, sustainable residential and business community at Paddington Village. Development at Paddington Village is expected to contribute towards achieving a distinctive character and ensure that the following aspects are taken into account:

• Development relates positively to its surrounding local context having regard to building heights; form, scale and massing; urban grain; rhythm and prevailing architectural styles
• A positive contribution to a place is made, improving the character and quality of the area
• Pedestrian and cycling connections to other areas of the Knowledge Quarter are enhanced
• Landscaping and public realm is an integral part of the overall design of the development

PP1: Building Uses

10.1.1 This SRF seeks to deliver the transformation of Paddington Village through the introduction of uses and activities consistent with the policies of the adopted development plan. In particular, support will be given to uses that will maximise the area’s economic potential, improve the quality of the environment, ensure safer and more legible connections and improved energy planning.

10.1.2 All new development should demonstrate how it positively addresses one or more of the key SRF principles to:

• Deliver an international gateway and a destination of choice for knowledge based industry and business
• Create a new supporting residential neighbourhood with a varied housing offer
• Provide an accessible and integrated place which enhances its setting and surrounding context
• Builds a sustainable and green neighbourhood
• Provides a place which is inclusive and accessible for all
• Creates a distinctive sense of place and neighbourhood which ensures vitality and vibrancy through the week and weekend

10.1.3 The distribution of uses should support the successful functioning of Paddington Village; the following uses will be supported:
(a) Offices, research and development and laboratory facilities (B1 use class);
(b) Hotel/conference facilities (D1);
(c) Educational uses;
(d) Cultural and community uses;
(e) Residential dwellings and student accommodation;
(f) Small scale convenience retail to support the business and residential needs of Paddington Village;
(g) Cafés, restaurants, leisure and entertainment uses; and
(h) Supporting infrastructure including multi-storey car park to serve Paddington Village and the wider Knowledge Quarter.

10.1.4 Development at Paddington Village should be broadly compliant with the the Spatial Development Framework and associated spatial concepts.

PP2: Design Quality

10.2.1 This SRF promotes design excellence to assist in the creation of a vibrant, sustainable residential and business community at Paddington Village. Development at Paddington Village is expected to contribute towards achieving a distinctive character and ensure that the following aspects are taken into account:

• Development relates positively to its surrounding local context having regard to building heights; form, scale and massing; urban grain; rhythm and prevailing architectural styles
• A positive contribution to a place is made, improving the character and quality of the area
• Pedestrian and cycling connections to other areas of the Knowledge Quarter are enhanced
• Landscaping and public realm is an integral part of the overall design of the development

PP3: Amenity

10.3.1 Development proposals must ensure a high standard of privacy and amenity for the development’s users and neighbours. The design and layout of buildings are expected to enable sufficient sunlight and daylight to penetrate between buildings and ensure that adjoining land and properties are protected from unacceptable overshadowing. The Building Research Establishment (BRE) provides guidance on site layout planning to achieve good sunlighting and daylighting (BRE Site Layout Planning for Daylight and Sunlight: a guide to good practice).
**PP4: Accessibility and Car Parking**

10.4.1 Development proposals will be expected to provide enhancements to existing pedestrian and cycle infrastructure, including cycle parking and changing facilities.

10.4.2 Phase 1 of Paddington Village is proposed to include a multi-storey car park although it is not envisaged this will accommodate all of the anticipated parking requirements across the site. Individual development sites may be able to accommodate additional under-croft parking, where access and egress to this parking does not interfere with the main freight routes and public transport corridors on the eastern approach to the city centre. Ease of access for servicing and maintenance, which does not interfere with the main movement of people to and across Paddington Village, must be designed into each development site.

10.4.3 The Ensuring a Choice of Travel SPD should be used as the basis of the accessibility and parking provision for specific development proposals.

**PP5: Materiality**

10.5.1 Architectural diversity is encouraged to create a new business and residential neighbourhood that is varied in character and makes a positive contribution to the character and distinctiveness of the surrounding local area.

**PP6: Active Frontages**

10.6.1 Wherever possible, new buildings should be designed to support active frontages, particularly around key public spaces and pedestrian desire lines, to promote vibrancy, street life and enhanced animation to the street scene. This may be in the form of ground floor active commercial uses or where commercial uses are not appropriate, active frontages should be achieved through good design.

**PP7: Accessible, Connected and Safe Environments**

10.7.1 A high quality, inclusive, connected and accessible environment is crucial to the successful delivery of Paddington Village. It will allow workers, residents and visitors to move around easily in a safe and convenient manner. Proposals should ensure that new developments:

- Can be used safely, easily and are designed so the layout of Paddington Village improves people’s access to social and community infrastructure including local shops and public transport but to other assets within the Knowledge Quarter, including the University campuses and the Hospital Bio-Campus.
- Protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability; and
- Comply with the principles of ‘Secured by Design’.

**PP8: Public Realm & Public Art**

10.8.1 Public realm and street design are integral parts of good design. New development at Paddington Village is expected to contribute to the delivery of a high quality public realm.

10.8.2 Public art can play a valuable role in contributing to local distinctiveness and legibility of any place. Where appropriate, the City Council expect development to provide for opportunities to contribute to public art. Where public art is provided it should be:

- Appropriately located in a prominent location, with consideration given to fixing art to the proposed building or situated on a public space within the site; and
- Maintained in perpetuity and be supported by arrangements in respect of maintenance. Competitions are expected to be used to select public art commissions.

**PP9: Environment**

10.9.1 New development is expected to:

- Ensure that land is decontaminated and remediated where appropriate;
- Protect natural resources, including air quality, ground and surface water and soils;
- Improve existing open green space and, where possible, introduce new green infrastructure; and
- Provide sufficient facilities to dispose of waste sustainably and in accordance with the waste hierarchy, through an appropriate refuse strategy and creation of a Waste Management Strategy where appropriate;
- Enhance the ecological value of the site through landscaping planting and green infrastructure.

**PP10: Climate Change**

10.10.1 New development is expected to adhere to a range of sustainable design and construction principles to ensure they contribute to wider sustainability targets and strategies and are resilient to the potential impacts of climate change. Proposals should:

- avoid and reduce the risk of flooding to future occupants and not increase the risk of flooding elsewhere;
- be designed in a manner which minimises resource use through orientation, siting, use of landscaping and reuse of materials;
- apply the energy hierarchy to minimise energy use in order to meet, and if possible exceed, minimum carbon dioxide reduction requirements;
- maximise opportunities to enhance biodiversity on site through appropriate measures such as living roofs and green walls;
- provide the necessary practices and infrastructure to minimise waste generation and disposal to landfill;
- consider the potential future impacts of climate change and incorporate necessary resilience measures.

10.10.2 Proposals that contribute to the provision, use and implementation of a Decentralised Energy network infrastructure and Energy Centre within the Knowledge Quarter will be supported.

**PP11: Housing**

10.11.1 This SRF supports the introduction of new housing within Paddington Village, in accordance with the Spatial Development Framework and associated Spatial Concepts. New housing development is expected to increase the range of choice, type and tenure of dwellings available within the City Centre including the provision of family accommodation.

10.11.2 The SRF also supports the provision of student accommodation at Paddington Village owing to its close proximity to the University campuses.
PP13: Building Heights

10.13.1 For development proposals, the Council expects building heights to broadly reflect those which are set out in the Spatial Concept 6. Proposals for taller buildings that project above the prevailing height of the surrounding area should conform to the following design requirements:

• Be of a standard of architectural quality and design, including a high quality public realm;
• Conserve and enhance the significance of nearby heritage assets, their setting, and the wider historic environment that would be sensitive to taller buildings (see also PP14);
• Represent a landmark building which is elegant and well-proportioned and visually interesting; positively engage with the street environment.
• Demonstrate how the impacts upon ecology and microclimate have been taken into account in the proposals.

PP14: Local Labour Force Goods and Services

10.14.1 Through the construction and operation of new development within Paddington Village, developers and partners will be encouraged to maximise the recruitment of local people, in particular unemployed individuals from the local area where possible. Local resourcing, including goods, services and people, will be encouraged unless commercial or viability considerations preclude this.

PP12: Heritage and Townscape

10.12.1 Heritage assets, both designated and non-designated, form a major part of Liverpool’s distinctive character. This SRF has identified that there are a number of designated heritage assets that exist within the vicinity of Paddington Village and a non-designated assets exist within Paddington Village itself. In accordance with the NPPF, great weight will be given to the conservation of these assets. The following provisions apply to new development proposals at Paddington Village:

(a) Detailed proposals at Paddington Village will be expected to take into account the statutory duties of the 1990 Act, together with the desirability of sustaining and enhancing the significance of these assets.

(b) The SRF area incorporates a series of structures known as the Williamson Tunnels which are identified as non-designated heritage assets. Any new development at Paddington Village should ensure that it enhances the significance of this heritage asset and its setting.

(c) Strategic Views

Detailed proposals and subsequent planning applications should be informed by an appropriate view analysis, based on established methodologies such as the Landscape Institute Guidelines for Landscape and Visual Impact Assessment: 3rd edition (April 2013) and Landscape Institute Advice Note (January 2011) Photography and Photomontage in Landscape and Visual Impact Assessment or the Historic England Guide Seeing The History In The View. View point locations, tailored to the requirements of particular proposals, should be agreed with the City Council prior to any planning application submission and will include views from the following locations:

Strategic:

• Junction of Queens Wharf and Kings Parade at the southern end of the Liverpool Exhibition Centre.
• Salthouse Quay, at the south-western corner of Salthouse Dock.
• Woodside Ferry terminal.

Local Views:

• Magazine Promenade, at the junction with Magazine Lane
• Everton Park.
• The south-eastern corner of the terrace to the terrace of the Metropolitan Cathedral.

Local Views:

• The Junction of Edge Lane and Hall Lane.
• The junction of Irvine Street and Highgate Street.
• Brownlow Hill at the junction with Peach Street
• Smithdown Lane, to the immediate south of the grade II listed terrace, at the junction with Cardwell Street
• West Derby Street at the junction with the A5048
• Low Hill at the junction with Kensington
• Hall Lane at the junction with Saxonby Road.
11.0 Thematic Strategies

1 Accessibility & Parking

11.1.1 Liverpool City Council already have green corridor improvements planned on Brownlow Hill, and extending this corridor into the heart of Paddington Village, across Grove Street, will be essential to ensuring the development is a natural extension of the Knowledge Quarter. Improvements to the existing highway infrastructure at Grove Street / Brownlow Hill, and Mount Vernon Road / Grove Street are considered essential, as increased demand by pedestrians, cyclists and public transport is placed on these key junctions. An additional lane will be added to Mount Vernon Road to better accommodate bus movements into the city centre. The need to connect Phases 3 and 1 across Mount Vernon Road to ensure pedestrian connectivity throughout Paddington Village is also imperative, and it is envisaged this will be achieved via a pedestrian link-bridge over Mount Vernon Road.

11.1.2 The upgrade of Brownlow Hill into a green corridor will allow the downgrading of Smithdown Lane, to remove its significance as a local connector road and to improve the infrastructure for pedestrians, cyclists, and servicing vehicles. Smithdown Lane will provide connectivity to planned rail infrastructure, (long term) and safe cycling connectivity between the existing cycle route on Oxford Street, and the Knowledge Quarter. Cycle routes to the east will connect through Paddington Village to Smithdown Lane, with cyclists being accommodated within the public realm of Paddington Village via a shared surface. It is envisaged that individual development plots will provide high quality change and parking facilities for cycle users.

11.1.3 Improved connectivity to sustainable transport options will help minimise the number of vehicular trips generated by Paddington Village, but it is recognised that additional traffic and increased demand for car parking will be generated. The roads around Paddington Village are subject to controlled parking which prohibits kerbside use for most of the day to permit holders only. The adjacent University Campus and the newly constructed Royal Liverpool University Hospital will place even greater demand for car parking in the area. It is therefore considered essential that a Multi-Storey Car Park be provided within the Paddington Village development, and that this should be included within an early phase of the overall development proposals. It is therefore proposed to include the Multi-Storey Car Park within the Paddington Central development area, where it will be central to the overall site. The only realistic location for the car park is to the immediate south of Elm Grove, where accessing / egressing vehicles will not impact upon vehicle movements on Grove Street or Mount Vernon Road, (important link in the recognised freight route in Liverpool). The provision of a single multi-storey car park seizes the opportunity to manage the vehicle movements associated with Paddington Village, and ensure the efficiency of the highway network is maintained for all users.

11.1.4 Additional under-croft parking and servicing access may be accommodated within individual development sites only where access and egress does not adversely affect key traffic corridors.
Sustainability

11.2.1 Given its location and potential contribution to the Knowledge Quarter and the City Centre in general, the Paddington Village is well placed to create a sustainable, low carbon development that maximises its economic, social and environmental benefits to its residents, employees and the people of Liverpool.

11.2.2 Paddington Village is of sufficient scale to justify an ambitious strategy that not only implements adopted and planning policy and good practice where feasible and viable but also shapes a better place for the residents and workers of Paddington Village and the City.

11.2.3 The environmental and social sustainability opportunities for Paddington Village will reflect this ambition and will aim to build upon and further develop the city’s ‘Smart City’ agenda. The opportunities identified in this SRF ensure that Paddington Village is resource efficient, green, and delivers an attractive, healthy and resilient environment and sustainable community.

11.2.4 In order to achieve this strategy, further information and detail is provided to developers under the following key headings:

1. Sustainable and High Quality Buildings
2. Meeting the Challenge of Climate Change
3. Promoting Sustainable Transport
4. Conserving and Enhancing the Natural Environment
5. Social Sustainability Opportunities.

11.2.5 For each application for new development within the SRF area, a Sustainable Design and Construction Statement will be required to demonstrate how the proposals address each of the issues above with further guidance provided below.

Sustainable and High Quality Buildings

11.2.6 All new development at Paddington Village should aim to deliver a sustainable approach to all stages of building design and construction. While the sustainability objectives and performance targets for each building can be flexible depending on type and use, proposals are expected to incorporate features of sustainable development, minimise resource use and incorporate future proofing and smart elements that allow buildings to adjust to changing technologies or user requirements. Buildings should aim to be designed to a high quality, adaptable for the future and in keeping with the local area and the heritage of the City. The use of BREEAM, LEED or other recognised building sustainability certification systems will be strongly supported with as high a rating as feasible and viable and appropriate soft and hard landscaping should be used to create an attractive transition between new buildings and existing developments.

Meeting the challenge of climate change

11.2.7 Paddington Village should respond positively to the threat (and opportunity) posed by climate change, as the Liverpool Commission on Environmental Sustainability recommends. Where appropriate, it may be possible for development to link with the Universities, notably the local carbon academic and vocational training asset including National Skills Academy, Environmental Technologies Training Hub and Stephenson Institute for Renewable Energy.

11.2.8 Development at Paddington Village should also reflect the vision of the Liverpool City Region which has set out its ambition to transform itself into a low carbon economy in which future economic growth, the delivery of which remains of vital importance, is decoupled from the consumption of fossil fuels and their inevitable carbon CO2 emissions. Development should also aim to align with the objectives of the Sustainable Energy Action Plan (SEAP) programme and any future integrated sustainable energy strategy developed by the Mayor. In particular, the diverse mix and range of uses proposed for Paddington Village supports the development of a local heat and/or energy network which should be explored with each application.

11.2.9 All new buildings should therefore demonstrate that they have adhered to the following principles where feasible and viable;

• Application of the energy hierarchy to reduce carbon emissions above the requirements of the building regulations;
• Incorporation of climate change adaptation resilience measures in the building and public realm which may include; consideration of overheating risks, provision of green and blue infrastructure, shading for public open spaces and sustainable urban drainage systems;
• Inclusion of water efficiency measures to reduce water use in each new building;
• Incorporation of climate change adaptation resilience measures in the building and public realm which may include; consideration of overheating risks, provision of green and blue infrastructure, shading for public open spaces and sustainable urban drainage systems;
• Inclusion of water efficiency measures to reduce water use in each new building;

Promoting Sustainable Transportation

11.2.10 There is a strong ambition to ensure Paddington Village is ‘accessible and connected’. Where possible, development should aim to include a range of design features and measures to reduce the need for residents and workers to travel by private vehicle and encourage the use of sustainable transport measures. Examples of measures that could be considered include;

• Shared surface areas to create pedestrian priority spaces
• Provision of cycle infrastructure including secure cycle storage and changing facilities
• Provision of electric car charging points and car club spaces
• Travel Plans for residents with information on sustainable travel options that could include development of initiatives such as enhanced road safety training and education for cyclists and motorists
• Links with a wider formal pedestrian and cycle link connecting the site to other areas within the City

Conserving and Enhancing the Natural Environment

11.2.11 Any development within Paddington Village should use the opportunity to protect and enhance the natural environment. The use of soft landscaping and green infrastructure is strongly encouraged as are other measures which could include;

• Vertical gardens, tree planting, roadside vegetation, green roofs and walls
• Provision of measures to enhance urban biodiversity such as bat and bird roosting boxes

Social Sustainability Opportunities

11.2.12 There is an opportunity for development at Paddington Village to incorporate measures to improve the social fabric of residents and workers. Paddington Village should aim to invest in activities, initiatives and services, not just infrastructure.

11.2.13 Developers at Paddington Village are expected to develop a Community Investment Policy or a Community Plan which could cover some of the following social aspects:

• Develop links with other Knowledge Quarter partners such as the Royal Liverpool University Teaching Hospital and the Liverpool School of Tropical Medicine to develop training and apprenticeship opportunities
• Partnering with occupiers to pilot wellbeing and productivity features within buildings
• Develop links and partnerships with local charities and encourage employee / local community involvement
• Encourage volunteering or in-kind type arrangements
• Develop a local employment and procurement strategy
• Facilitating startups or pop-ups through special leasing arrangements
• Provide community facilities to encourage interaction and the development of community groups.
11.3.1 Key principals of the SRF are to ‘build a sustainable green neighbourhood’ and ‘produce an accessible and integrated place which enhances the setting of the local surrounding context’

11.3.2 Developing the Paddington Village around an integrated approach to Green Infrastructure means development will address these principals and promote sustainability, health and wellbeing, and successfully integrate with existing and planned green and blue spaces.

11.3.3 The Development Framework identifies a network of Green Infrastructure links and open spaces throughout Paddington Village and surrounding areas.

11.3.4 Green Infrastructure has been defined as: “the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. It is a natural, service, providing infrastructure that is often more cost, effective, more resilient and more capable of meeting social, environmental and economic objectives than grey”.

11.3.5 Blue Green infrastructure extends this concept and aims to “recreate a naturally oriented water cycle, while contributing to the amenity of the city by bringing water management and green infrastructure together. It aims to effectively deliver sustainable urban drainage in such a way that it provides cost effective drainage whilst adding economic value through increase property values, along with the atheistic and non-material benefits”.

11.3.6 Within an urban environment, green infrastructure has traditionally consisted of domestic gardens, street trees, sports pitches, Civic spaces (including parks), green roofs and walls. When considering urban green infrastructure however, a wider view must be taken rather than simply considering individual elements within the urban fabric. Green infrastructure should be viewed as a network of interlinked structures serving their own function and supporting and enhancing the function of other elements.

11.3.7 This synergy of infrastructure functioning can occur with regards to single functions (such as improving inter-connectivity of ecological habitats to allow for the migration and free movement of wildlife) to multifunctional green space such as eco parks, which enhance public utility as well as urban biodiversity.

Infrastructure comes first

11.3.8 There are opportunities and advantages to adopting a Green Infrastructure comes first approach to the development and phasing of the SRF area:

- It puts in place the key routes and spaces that will enable people to move through the site and access developments as they come on line in a phased manner.
- Enables landscape to establish quicker and provide an attractive setting for development plots that makes them easier to market.
- Communicates change to residents, visitors and potential investors. Putting in the streets and spaces of the green infrastructure first is a statement of intent.
- Putting in place site wide utilities and services in a coordinated way will means individual development plots should be simpler and therefore more cost effective to develop.

Celebrate water in the urban environment

11.3.9 Green / Blue infrastructure celebrates water in the urban environment by promoting permanent and ephemeral water features, within a designed landscape to mitigate storm events.

11.3.10 The principle behind Sustainable Urban Drainage Systems [SUDS] is that the hydrological process should mimic natural conditions. SUDS techniques are grouped by the way they work:

- Vegetated surfaces are fundamental to the success of SUDS treatment techniques. These comprise of filter strips and swales slow flows, trap silt and filter runoff allowing water to percolate to the ground, evaporate of flow onward in the SUDS management train. These can be incorporated formal designed landscapes within the Urban Square and along St Mary’s walk, as well as along the North South Paddington walk and where appropriate the tertiary route of the green infrastructure network.

- Source Control retention that deals with runoff where it falls as rain including small sub-catchment drainage and storage areas.

- Site Control slow conveyance through the urban framework along Either St Mary’s walk or Paddington Walk, and through the large areas of open green space in the new park.

- Retention / Discharge to Watercourse via a storm water storage hierarchy providing a sequence of different collection and storage methods.

Surface Water Management

11.3.11 A Surface Water Management Train [SWMT] will the key component of the Sustainable Urban Drainage System [SUDS]. A SWMT should be developed for Paddington Village and requires a highly engineered, aquatic, ecological, and landscaped environment designed to meet with public health and safety standards. It will take into account ground conditions natural water attenuation. The strategic elements of the SWMT will include:

- Source Control retention that deals with runoff where it falls as rain including small sub-catchment drainage and storage areas.

- Site Control slow conveyance through the urban framework along Either St Mary’s walk or Paddington Walk, and through the large areas of open green space in the new park.

- Retention / Discharge to Watercourse via a storm water storage hierarchy providing a sequence of different collection and storage methods.
12.0 Timescales and Delivery

12.0.1 The transformation of Paddington Village will not happen immediately; it will be delivered incrementally through a series of discrete planning applications guided by this SRF. Some specific projects will require land acquisition in order to deliver a comprehensive redevelopment and to secure long lasting social, environmental and economic change.

Paddington Village will be delivered in three specific phases:

- **Phase 1** – Paddington Central
- **Phase 2** – Paddington South
- **Phase 3** – Paddington North

12.0.2 The delivery of Paddington Village will be controlled by Liverpool City Council which is the principal land owner of the area. The City Council will operate as Estate Manager for the site and will oversee the management and maintenance of public areas including public realm.

12.0.3 The first tranche of development project initiatives can be identified as follows:

### 12.1 Site Infrastructure

12.1.1 Liverpool City Council is to implement and advance a package of site infrastructure works for Paddington Central. The main purpose of this is to establish the main development plots so they are ‘market ready’ and so that individual development plots can be progressed through individual planning applications cognisant with the guidance established in this SRF. It is anticipated these works will consist of:

- addressing the topography of this site via the creation appropriate development plateaux on the site through ground remodelling and retaining structures if required
- implementing a site wide drainage strategy and delivering the necessary statutory provisions to each development plot; and
- a package of initial public realm to be delivered through the site

12.1.2 Liverpool City Council intends to secure the relevant permissions for this suite of works and seek to complete these works by September 2018.

### 12.2 International College

12.2.1 A purpose-built International learning college is proposed to be built at Paddington Village by development partners. The building, proposed to be located at the intersection of Grove Street and Smithdown Lane, is to incorporate around 35,000 sqft of academic space alongside around 750 residential bedspaces.

12.2.2 A planning application is currently being prepared and is anticipated to be submitted in 2017. The College is to open 2018-2019.

### 12.3 Paddington MSCP

12.3.1 The provision of a Multi-Storey Car Park (MSCP) in Paddington Central is a crucial aspect to a successful delivery of Paddington Village and will assist in improving parking provision in the Knowledge Quarter more generally. As the early delivery of a MSCP will be fundamental in facilitating future development, LCC intend to construct and operate the MSCP directly and aim to have this operational by January 2020.

### 12.4 The Royal College of Physicians

12.4.1 The RCP will become one of the first anchor tenants of Paddington Village. As part of a two phase move the RCP will initially be located at the William Duncan Building at the University of Liverpool before moving to a 70,000 sqft purpose-built facility in Paddington Central by 2020.

A planning application is anticipated to be prepared and submitted during 2017.

### 12.5 Monitoring and Review

12.5.1 The SRF is intended to provide the community, development partners and prospective developers with a clear vision and advice on the City Council’s aspirations and expectations for development at Paddington Village. However it is inevitable that circumstances may change, particularly as development is progressed and those changes may have implications for the guidance provided in this SRF. In order to ensure that the principles and guidance remain as relevant as possible, their effectiveness will be monitored and formal reviews undertaken when appropriate.
13.0 Ambitions and Precedents

13.0.1 This section outlines sample precedent examples and identifies the individual qualities which are sought after throughout Paddington Village.

125 Deansgate
Manchester, UK
Architects: Glenn Howells

The scheme provides a high example of a commercial office in an active urban environment.

Specific qualities that are pertinent are:

• High quality materials which complement the adjacent historic buildings
• Clear legible design
• Large glazed areas to the ground floor promoting building animation to the street

Images: Glenn Howells
National Graphene Institute
Manchester, UK
Architects: Jestico + Whiles
The scheme provides a high example of a high-tech laboratory space in an urban environment. Specific qualities that are pertinent are:
• High-quality materials
• Clear legible entrance
• Large areas of glazing providing activity to the building facade and promoting surveillance to the street.

Images: Hufton+Crow, Daniel Shearing

Science Park Kassel
Location: University of Kassel, Germany
Architects: Birk Heilmeyer und Frenzel Architekten
The scheme provides a high example of a research and study laboratory with central courtyard. Specific qualities that are pertinent are:
• Central Courtyard to make use of natural light and create private open space for the building users.
• Sloping site building solution.
• None rectilinear building plan to respond to the site context.

Images: Fibe Soennecken
Office Building 'Europaallee 21'
Zurich, Switzerland
Architects: David Chipperfield
The scheme provides a high example of an attractive residential development of medium to high rise commercial office with integrated pedestrian walkways.

Specific Qualities that are pertinent are:
• Mid to High Rise development example
• Use of high quality materials
• Clear, legible building design
• Integrated pedestrian walkways and public open space at street level
• Active frontage to ground floor

Images: David Chipperfield

Piazza Alvar Aalto
Milan, Italy
The scheme provides a high example of an attractive large scale urban design scheme with high level squares linking to pedestrian bridges above road level.

Specific Qualities that are pertinent are:
• High Rise development example
• Use of high quality materials
• Clear, legible building design
• Integrated pedestrian walkways and public open space above street level allowing pedestrian and vehicular movement to be separated.
• Active frontage to ground floor and to piazza level

Images: Antonjo Dipa + Lorenzo Milani
Bircham Multi Storey Car Park
Location: Plymouth, UK
Architects: S333 Architecture + Urbanism

The scheme provides a high example of an attractive multi-storey car park with incorporated commercial space and an active frontage.

Specific qualities that are pertinent are:
• Multi-use building with commercial floor space
• An active elevation frontage
• Use of glass to commercial floor space promoting building animation and street surveillance
• Use of building working on a sloping site

City View Garage.
Miami, USA
Architects: IwamotoScott

The scheme provides a high example of an attractive multi-storey car park with ground floor uses and an active frontage.

Specific qualities that are pertinent are:
• High quality attractive high level cladding
• Use of high quality materials
• Commercial floor space at ground floor
• High levels of animation from active frontages at pavement level with large areas of glazing providing animation to the street
St Andrews Block B  
London, UK  
Architects: Mccreanor Lavington

The scheme provides a high example of an attractive residential development of medium to high density at 4-5 storeys.

Specific Qualities that are pertinent are:

- Mid to high-rise development
- Use of high quality materials
- High quality shared public space - well overlooked
- Low car presence impact
- Active frontage to ground floor

Images: Huffton + Crow

The Alpine Place  
London, UK  
Architects: Ayre Chamberlain Gaunt

The scheme provides a high example of an attractive residential development of medium to high density at 4-5 storeys.

Specific Qualities that are pertinent are:

- Mid-height development
- Use of high quality materials
- High quality shared public space - well overlooked
- Low car presence impact
- Active frontage to ground floor

Images: Huffton + Crow
Bishops Square
Location: London, UK
Designers: Corporation of London/ Hammersons. Foster + Partners / Townshend Landscape Architects
The project creates an attractive well used urban square.
Specific qualities that are pertinent are:
• Urban Square activated by an eclectic range of uses
• High quality hard surfaces and layout to tie in with surrounding streets and pedestrian routes
• Garden spaces and water within structured framework

Key Routes & Spaces
Location: Glasgow, UK
Designers: Ares Landscape Architects
First phase of an integrated urban green infrastructure for South Dalmarnock
Specific qualities that are pertinent are:
• New strategic pedestrian and cycle routes to connect with existing routes and spaces existing
• Swales and dry attenuation in a semi-formal landscape setting. Part of wider regional SUDS.
• Temporary landscape treatments to development plots
• Feature lighting to reinforce way finding
• Public Art
• High quality paved footways and street Furniture

Images: Foster + Partners
Images: Dapple Photography
Grey to Green, Sheffield 2016
Location: Sheffield, UK
Designer: Nigel Dunnett
The project transformed redundant roads into attractive landscape areas.
Specific qualities that are pertinent are:
• Attractive new linear public seating spaces incorporating:
• Innovative Perennial Meadows
• Interlinked Sustainable Urban Drainage Systems
• Rain Gardens
• Public Art
• High quality paved footways and street Furniture