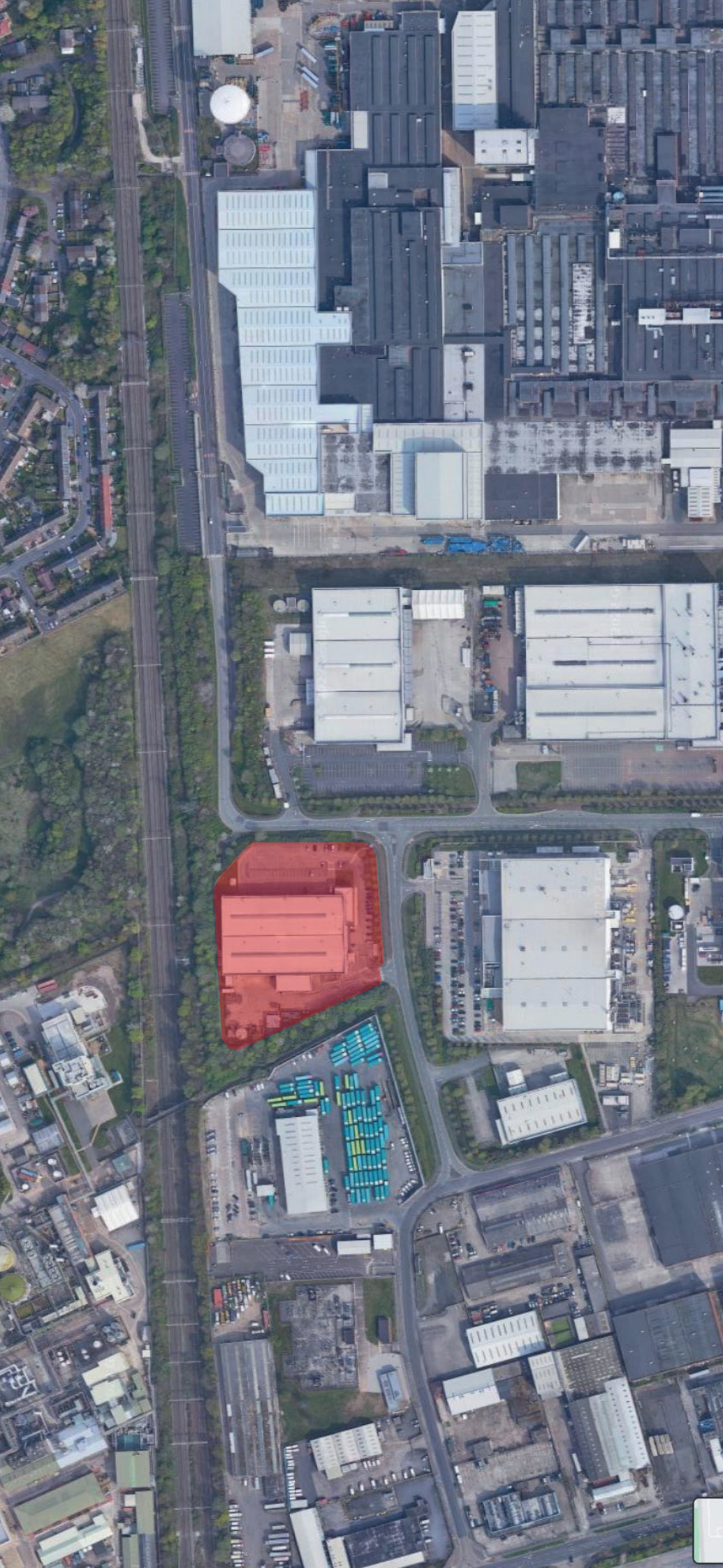




Design & Access Statement

21027-Seqirus Site 6

Prepared on behalf of Seqirus Ltd
November 2022 Rev P2
21027-02-07-02

1.0 INTRODUCTION

- 1.1 Project Overview
- 1.2 Project & Design Team
- 1.3 Consultation

2.0 CONTEXT & ANALYSIS

- 2.1 Wider Context
- 2.2 Site Constraints
- 2.3 Current & Former uses
- 2.4 Application Boundary
- 2.5 Topography & Site Features

3.0 PLANNING CONTEXT, DESIGN POLICIES & GUIDANCE

- 3.1 Planning Policies

4.0 DESIGN

- 4.1 Process
- 4.2 Use
- 4.3 Amount
- 4.4 Layout
- 4.5 Scale & Massing

- 4.6 Appearance & Materials
- 4.7 Landscaping
- 4.8 External Lighting
- 4.9 Illustrative Visualisations

5.0 ACCESS & SECURITY

- 5.1 Pedestrian Access
- 5.2 Vehicle Access
- 5.3 Security
- 5.4 Signage
- 5.5 Waste Management

6.0 SUSTAINABILITY

- 6.1 Sustainability

7.0 SUPPORTING INFORMATION

- 7.1 Proposed Drawings

1.0 INTRODUCTION

1.1 Project Overview

This Design & Access Statement has been prepared by Fletcher Rae (UK) Ltd on behalf of Seqirus Limited, in support of a Full Planning Application for the development of a new extension (class B8) to the existing facilities at their Site 6 in Boulevard Industry Park, Speke.

The proposals comprise:-

- The construction of an extension to the east of the existing building at Site 6, accommodating 7 No new incubator units and associated externally mounted plant & equipment.
- Associated external works, fencing and landscaping.
- Vehicle & pedestrian routing around the proposals.

The new extension will create space for Seqirus to expand their existing operations and help secure existing and future employment on this site, which will benefit local people and contribute to the economic growth of the area.

This Design & Access Statement has been prepared in accordance with the CABE Guidelines “Design & Access Statements – how to write, read and use them” document. This Design & Access Statement forms part of a suite of documents that make up the planning application submission and should therefore be read alongside those documents.

1.2 Project & Design Team

Client:	Seqirus Limited
Architects:	Fletcher Rae (UK) Ltd
Planning Consultant:	Enabl
Civil Engineers:	TetraTech
Transport Consultants:	Vectos
Contractor:	Williams Tarr

1.3 Consultation

Pre application advice was provided by the local authority in Spring 2022 to establish the broad principles of the application and proposals

2.0 CONTEXT & ANALYSIS

2.1 Wider Context

This application site is located to the north of Boulevard Industry Park in Speke, approximately 9km west of Widnes and 14km south east of Liverpool.

Liverpool John Lennon Airport is located 3km to the south of the site.

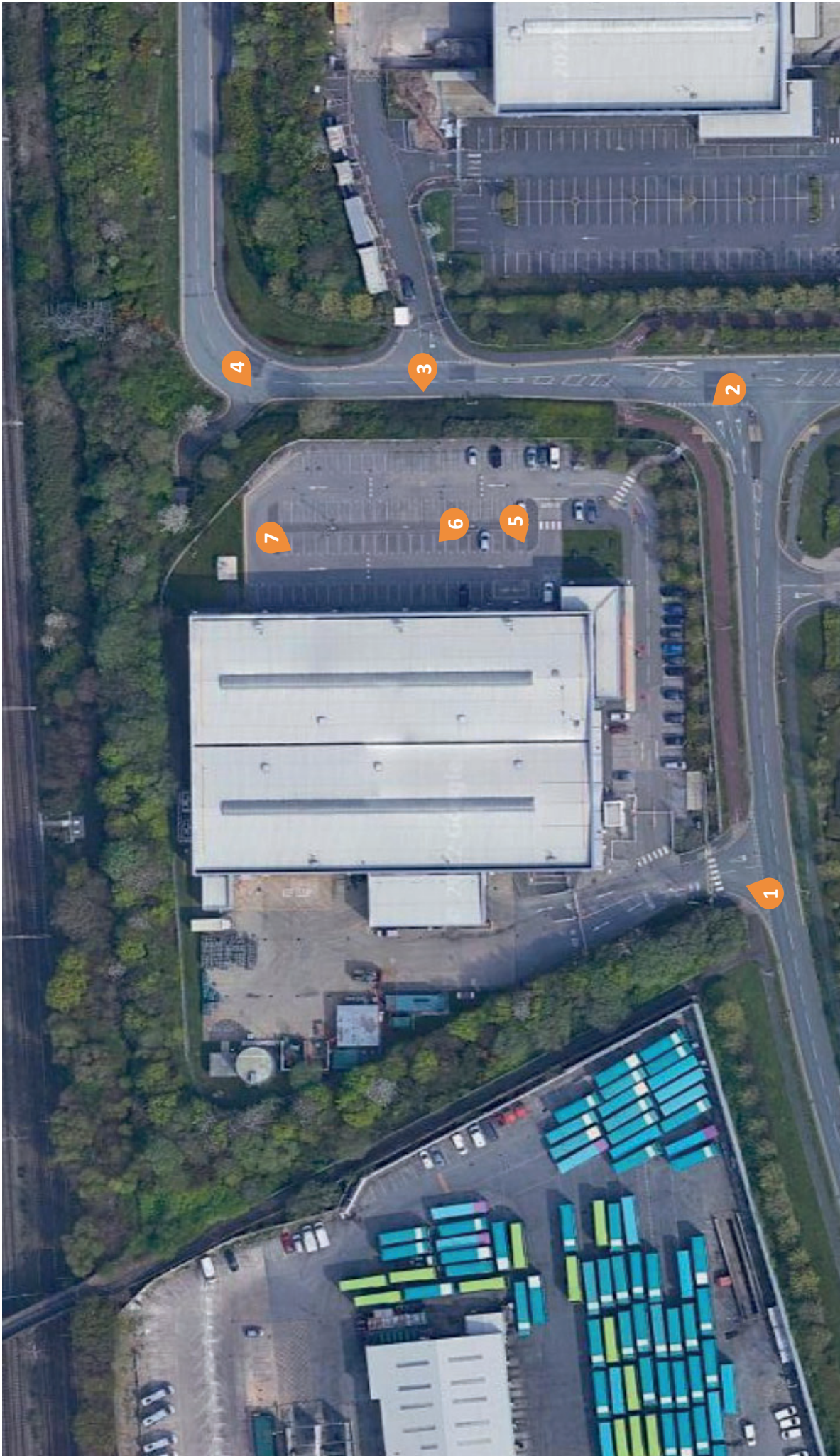
The residential suburbs of Haleswood and Hunts Cross are located to the north of the site.

Seqirus Ltd is a vaccine production company and has occupied the site for several years. They currently operate across several buildings located in close proximity to the application site within Boulevard Industry Park.

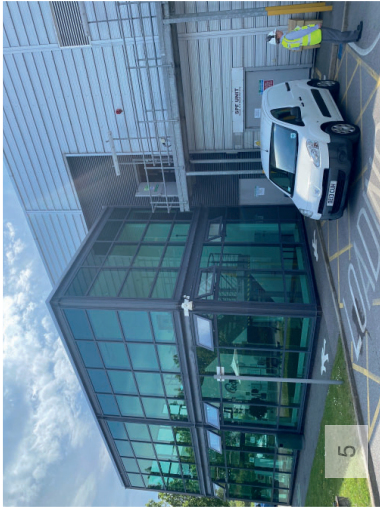
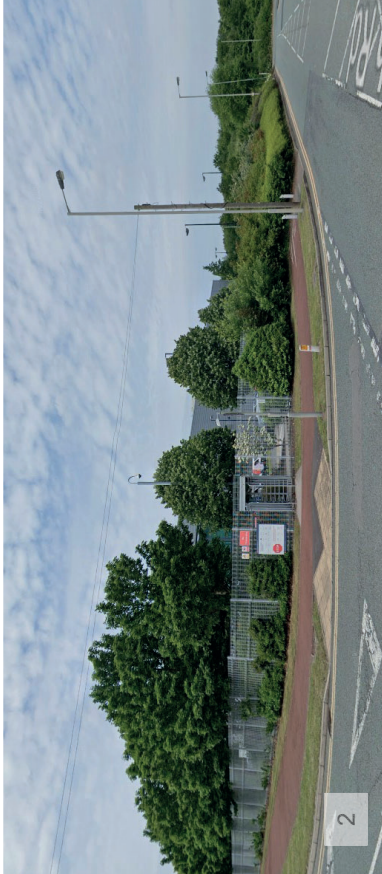
Boulevard Industry Park is home to large local employers including Arriva, AstraZeneca and Jaguar Land Rover.



Site Location Plan showing the Application Site in context within Boulevard Industry Park, Speke.



Site Photograph Reference Plan



2.2 Site Constraints

The application site is accessed via the main site entrance located to the south of the site off Renaissance Way.

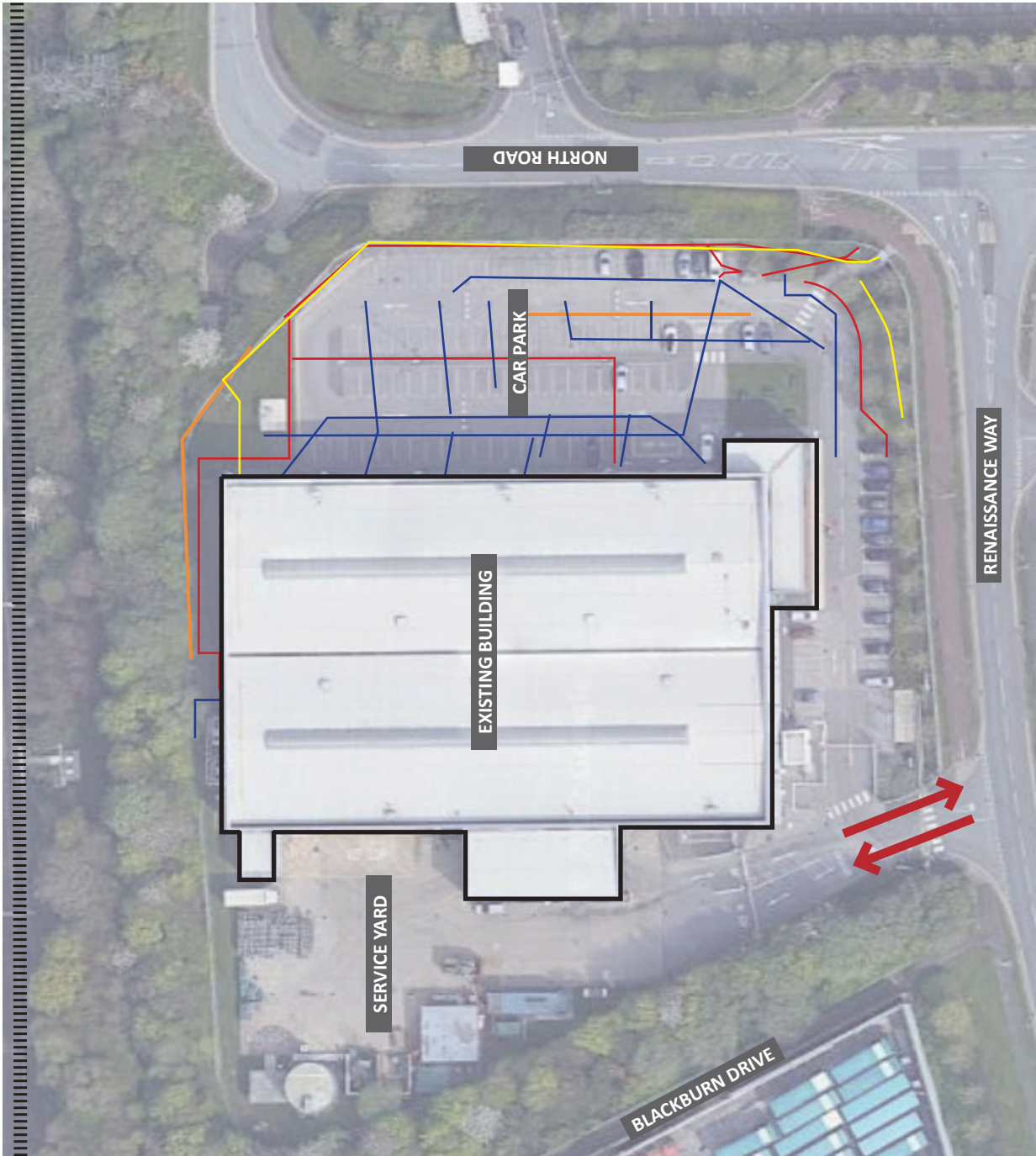
The application site is bound to the east by North Road and to the west by Blackburn Drive, a pedestrian route connecting Renaissance Way to Halewood Doorstop Green to the north.

The northern boundary runs parallel to the rail track that connects Widness and Liverpool.

Constraints

- Existing Facility
- Existing Access
- Utility: Telecoms*
- Utility: Electricity *
- Surface Water *
- Unknown Service*
- Railway Line

*Denotes below ground service



Existing Site Plan

2.3 Current Uses

The site comprises the existing Seqirus Site 6 storage facility (Class B8) and associated car parking, access, externally mounted tanks and equipment, services yard to the west and site access to the south. To the east is car parking where the new extension is to be located as well as the vehicular and pedestrian linkages back to the existing site access point located along Renaissance Way.

2.4 Application Boundary

The application boundary encloses sufficient space to facilitate all the project works including:

- The proposed building extension, to include semi-enclosed external plant area
- External space for the servicing of the building development,
- Car and cycle parking facilities associated with the development,
- Provision for access to the buildings for the purpose of emergency access, and,
- Landscaping associated with the development; vehicular, pedestrian and cyclist access from the proposed and existing road infrastructure.

2.5 Topography & Site Features

The application site is largely flat falling towards North Road along the eastern site boundary. While the west and northern boundaries are bound by mature trees which separate the site from the Arriva to the east and railway



3D Aerial Photograph of the existing site looking north west

3.0 PLANNING CONTEXT

3.1 Planning Policy: Core Strategy

Below are the Planning Policies relevant to the application.

Policy SD1 | Sustainable Development

When considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy CS4 | Economy and Employment

Policy CS4 will focus new employment investment into existing and new employment locations. A key priority will be to enhance the quality, effectiveness and accessibility of existing employment areas particularly Knowsley Industrial Park

Policy CS7 Transport Networks

1) Location, Design and Management of New Development

2) New development will be required to be:

- a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles.
Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
- b) Located and designed to ensure that larger scale proposals are located in the most accessible locations;
- c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
- d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;
- e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and
- f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport

Policy CS19 Design Quality and Accessibility in New Development

1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:

- a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment;
- b) Complement and enhance (where possible), existing landscape, topography, Green Infrastructure; and features of local importance and historic interest;
- c) Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities;
- d) Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high quality public realm and open spaces, public art (as appropriate); and landscaping which promotes biodiversity and integrates existing local habitats;
- e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
- f) Integrate effectively with existing development and link to existing shopping and service provision; and
- g) Demonstrate community engagement during the design phase of major development proposals.

2) To maintain a good standard of amenity for all existing and future occupants of land and buildings, development proposals will be required to:

- a) Avoid unacceptable impacts on existing residents, business occupiers, and future occupiers;
- b) Minimise crime, fear of crime and anti-social behaviour, including good levels of natural surveillance and security; and
- c) Accommodate future maintenance and long term management requirements

3) To address the challenges of climate change and future changes in social, economic and environmental priorities, new development should integrate:

- a) Sustainable design principles, with regard to Policy CS17: Housing Sizes and Design Standards and Policy CS22: Sustainable and Low Carbon Development as appropriate;
- b) Biodiversity (in accordance with Policy CS8);
- c) Flood risk mitigation (in accordance with Policy CS24);
- d) Waste recycling; and
- e) Energy and resource efficiency

Policy CS22 Sustainable and Low Carbon Development

Sustainable Construction Principles

1) New development will be required to meet high standards of sustainable design and construction and minimise carbon emissions. This should be achieved by:

- a) Designing new buildings for flexible uses throughout their lifetime;
- b) Avoiding the creation of adverse local climate conditions by using natural systems to avoid internal overheating and excessive heat generation;
- c) Ensuring developments are comfortable and safe for users;
- d) Making the most effective and sustainable use of water, aggregates and other resources;
- e) Limiting energy use by incorporating high standards of insulation, heat retention, natural ventilation and passive solar techniques;
- f) Landscaping (including measures such as green walls or roofs) to create shelter and reduce any heat island effect;
- g) Using sustainable materials from local suppliers where possible;
- h) Supplying energy efficiently and incorporating decentralised energy systems, using renewable and low carbon energy where feasible;
- i) Managing flood risk, including through the use of Sustainable Drainage Systems (SuDS) and flood resilient design for infrastructure and property; and
- j) Promoting sustainable waste practices in new and existing developments

Policy CS24 Managing Flood Risk

- 1) New development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted.
- 2) New development should preferably be located in areas of low probability of flooding. New development in areas of medium or high flood risk will only be permitted if evidence has been submitted demonstrating that the development could not be practicably located in an area of lower flood risk and if applicable the 'exception test' has been complied with, in accordance with national guidance.
- 3) All development which is within or otherwise affects an area of flood risk or is larger than one hectare in size shall be accompanied by a site-specific Flood Risk Assessment (FRA).
- 4) New development shall include flood mitigation measures, where necessary, to manage flood risk associated with or caused by the development.
- 5) The drainage of new development shall be designed to reduce surface water run-off rates to those associated with a green-field site by treating it at its source. The chosen method of implementation should take account of site size, ground contamination or conditions, and potential damage to adjacent buildings or sites

Unitary Development Plan

Policy EC3 | Primarily Industrial Areas

Primarily industrial areas are identified on the Proposals Map and are appropriate locations for Business (Class B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses.

Policy T8 | Transport Assessments

Development proposals that would prejudice the primary function of any part of the highway network (i.e. the motorway, trunk road, primary and local highway network) by generating a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken.

Policy T9 | Travel Plans

Travel Plans will be encouraged to be as sustainable and innovative as possible and also provide inclusive access for all.

Policy T10 | Access For The Less Mobile

All proposals for new development, or for the change of use of existing buildings, will be required to have adequate access for the less mobile or those who have sensory impairments, and shall have adequate adaptability to meet lifetime design standards for homes and inclusive design standards for all other buildings and shall also be in accordance with the principles of the Disability Discrimination Act 1995 and its successors

Policy ENV7 | Flood Risk And Drainage

3. Mitigation measures will be required, where necessary, to manage flood risk associated with or caused by new development.
4. New development will not be permitted unless a Sustainable Drainage System is incorporated into the overall design.

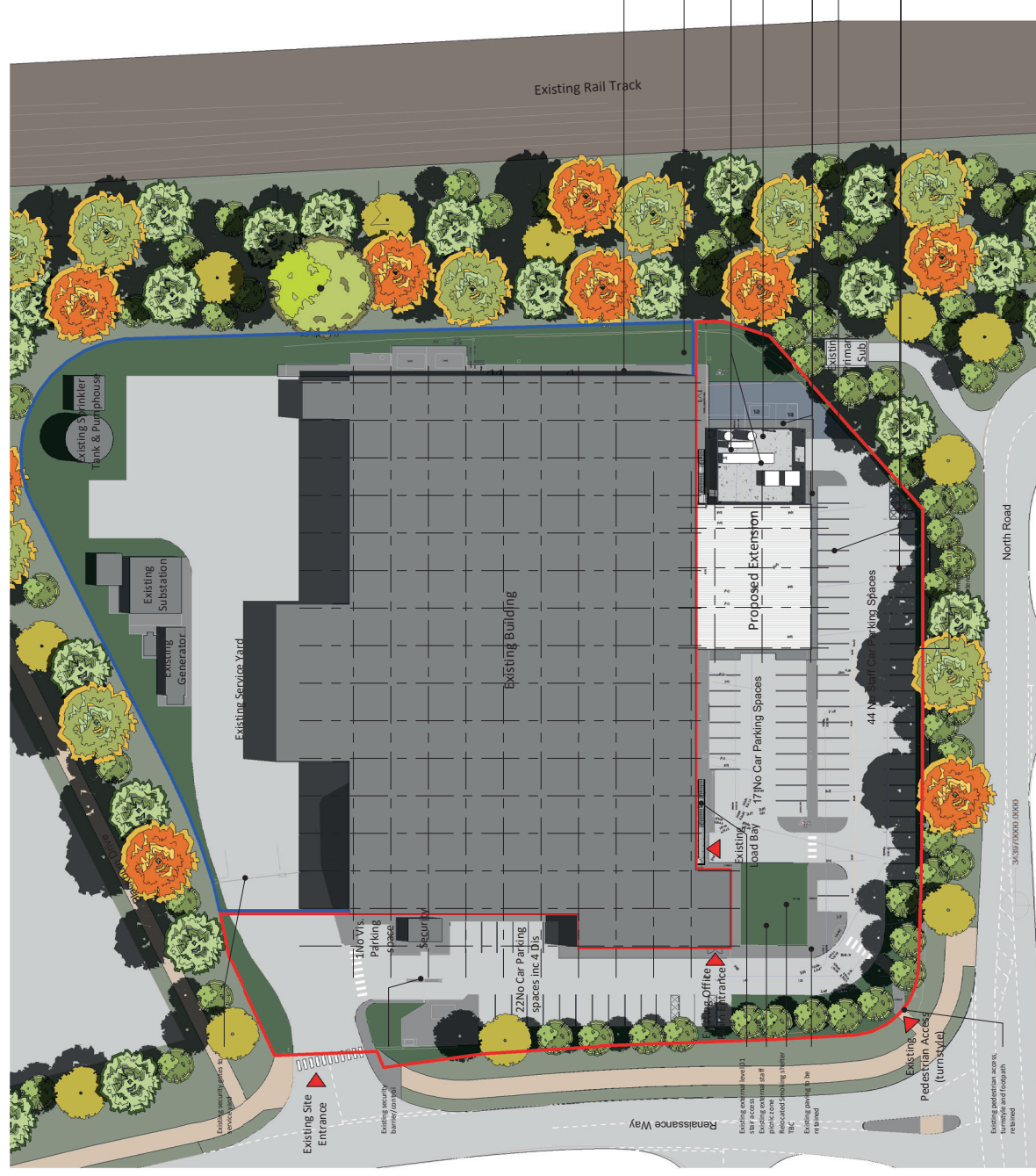
4.0 DESIGN

4.1 Process

A thorough assessment has been carried out for the need and design of this proposal. Seqirus Ltd have developed a business case to demonstrate that the requirement for vaccine production in the UK will continue and the expansion to their operations in Speke is essential to support this increasing demand.

Considerable calculations have been undertaken to establish the preferred process solution in terms of location & proximity, size and quantum to inform the proposals of this detailed planning application.

It is this specific criteria that has directly informed the layout, massing and form of the proposed design. Careful consideration has been paid to the service access/delivery to ensure the opportunities available for both the existing and future operations.



Proposed Site Layout

4.2 Use

The existing class use on the development site is B8 and the proposals will echo this classification. The submitted scheme is of a high quality designed to offer a very prescriptive design response to the process requirements of the end-user.

The location of the proposed building is well placed for access to the existing transport infrastructure already established in close proximity of this site.

It is envisaged that the extension will be constructed to exceed current industry standards.

4.3 Amount

The total Gross External Area (GEA) of the proposals equates to **430sqm** with an additional **357sqm** of service accommodation at Level 1 service distribution zone.

4.4 Layout

The submitted plans are sympathetic to the character and amenity of surrounding building typologies. When considering size, density and height, the proposals are subservient to the existing building, and together with the appropriate use of materials sits comfortably within the wider context.

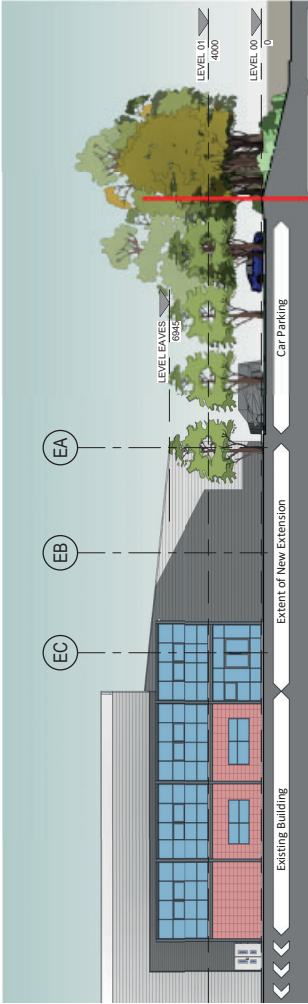
The constraints on site have been carefully considered, with alternative locations for the extension being dismissed to ensure critical requirements are adhered to. The proposed incubators must be in close proximity to the existing incubators therefore extending along the eastern elevation is paramount to the process solution.

Existing service access and pedestrian escape is located along the eastern elevation and restricts future expansion in a southward direction. This places the proposals in northerly direction, with plant and external equipment zone being located adjacent the northern boundary.

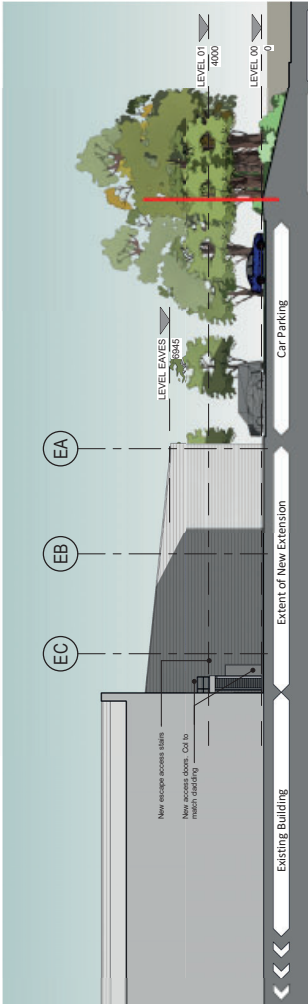
The car parking provision across the site is impacted by the proposals reducing the provision by 25 No spaces. This reduction however is not deemed detrimental to the site wide parking offered by Seqirus. This can be offset across their numerous sites across Boulevard Industry Park.

The existing service & delivery access remains unchanged by the proposals. There is a requirement for periodic service access to the proposals. Service access is provided to the plant and external equipment zone that is located to the north of the site. Access to this area is via the existing internal road infrastructure.

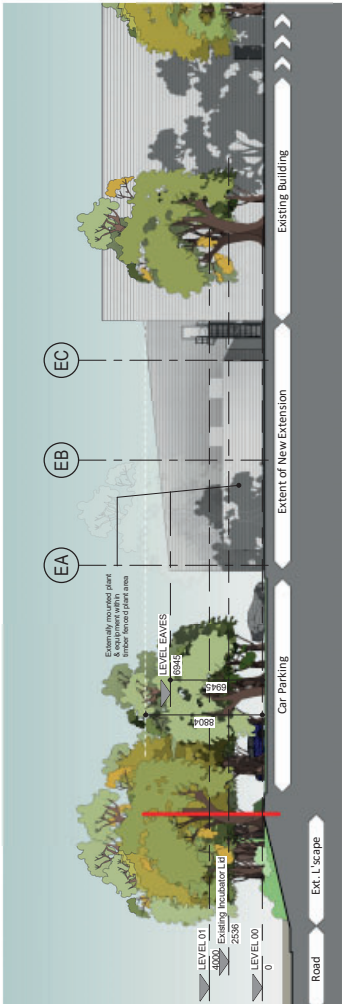




Proposed South Elevation from South Boundary



Proposed South Elevation from within Site Car Park



Proposed North Elevation

4.6 Appearance & Materials

The building is designed as a two storey, mono pitch portal framed extension to the eastern elevation of the existing building.

The proposals sits lower in height to that of the existing building with a lower eaves height of 6.945m rising to 8.80m at the top of the mono pitch.

The building is clad in a horizontally metal cladding system to match the materiality and colour palette of the existing building.

Two external metal pedestrian access stairs are located to the southern elevation to provide egress from the first floor service distribution zone.

Access doors are located to the northern and southern elevations at level 00 and level 01

plant space along the eastern elevation and at high level along the southern elevation. All doors and louvres are to match the existing.

The main pedestrian entrance to the existing facility remains unaffected by the proposals.

The roof is to be a profiled composite insulated roof cladding system to match existing.



Existing Kingspan Metal Cladding



Existing Ventilation Louvre

4.7 Landscaping

There are no proposed changes to the hard and soft landscaping on the site, other than in those areas impacted directly by the proposals.

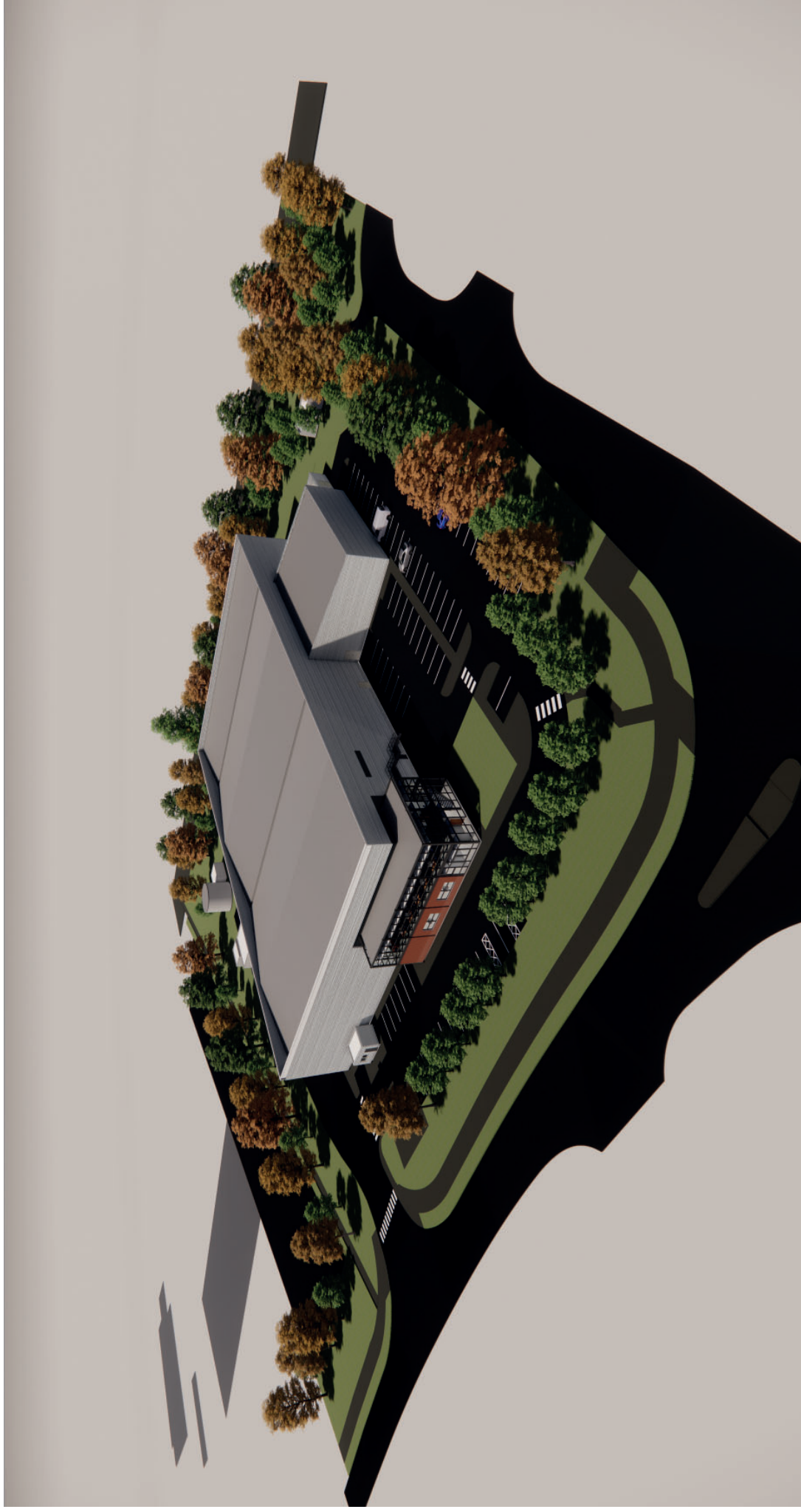
4.8 External Lighting

The existing external site lighting will remain unchanged with the exception of the lighting provision directly affected by the proposals. In these instances the existing lighting provision will be modified to work with the new proposals.



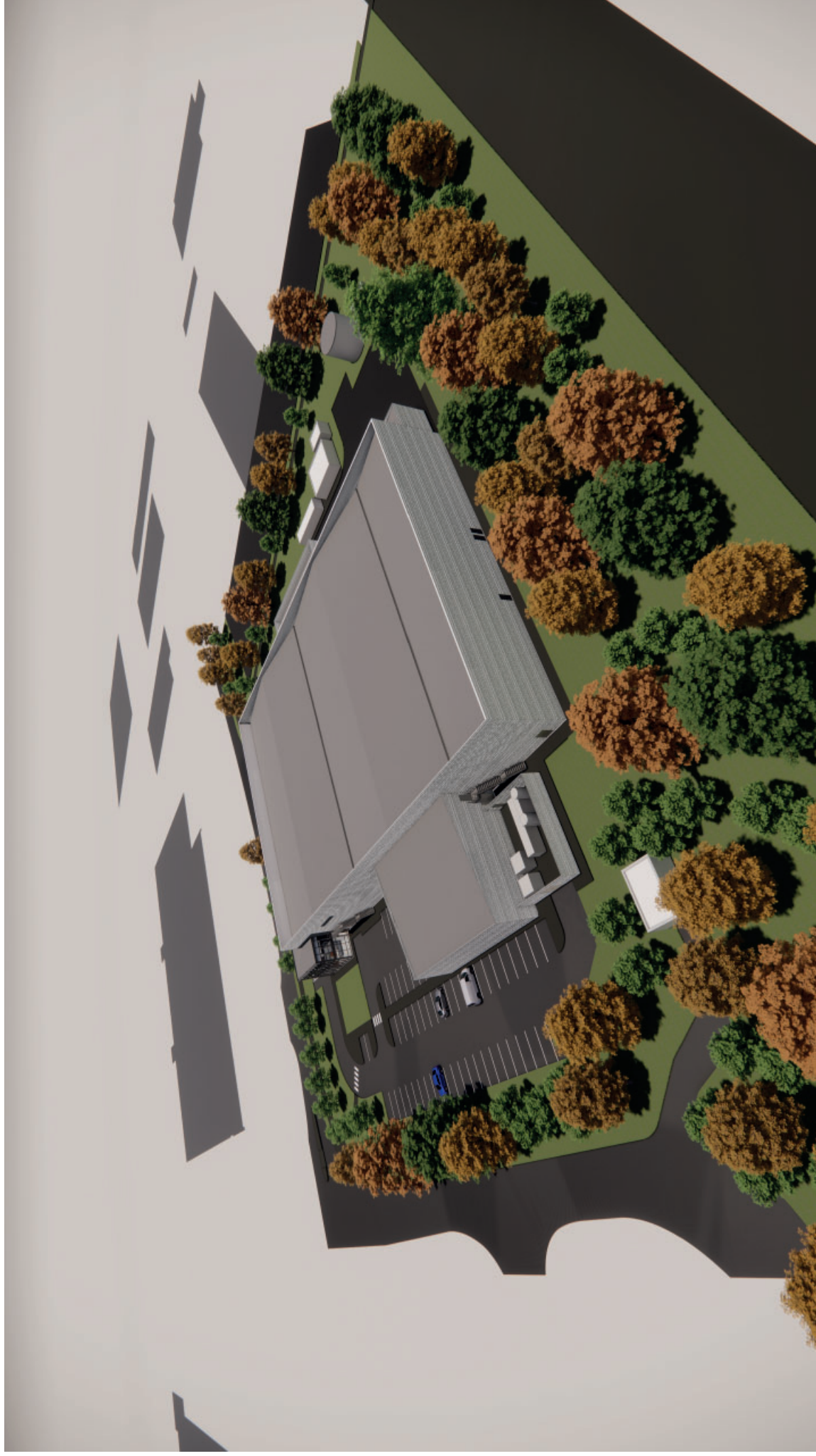
Proposed External Works Plan

4.9 Illustrative Visualisations



View Towards Proposed Extension from North Road

4.9 Illustrative Visualisations



Aerial View Towards Proposed Extension

5.0 ACCESS & SECURITY

5.1 Pedestrian Access

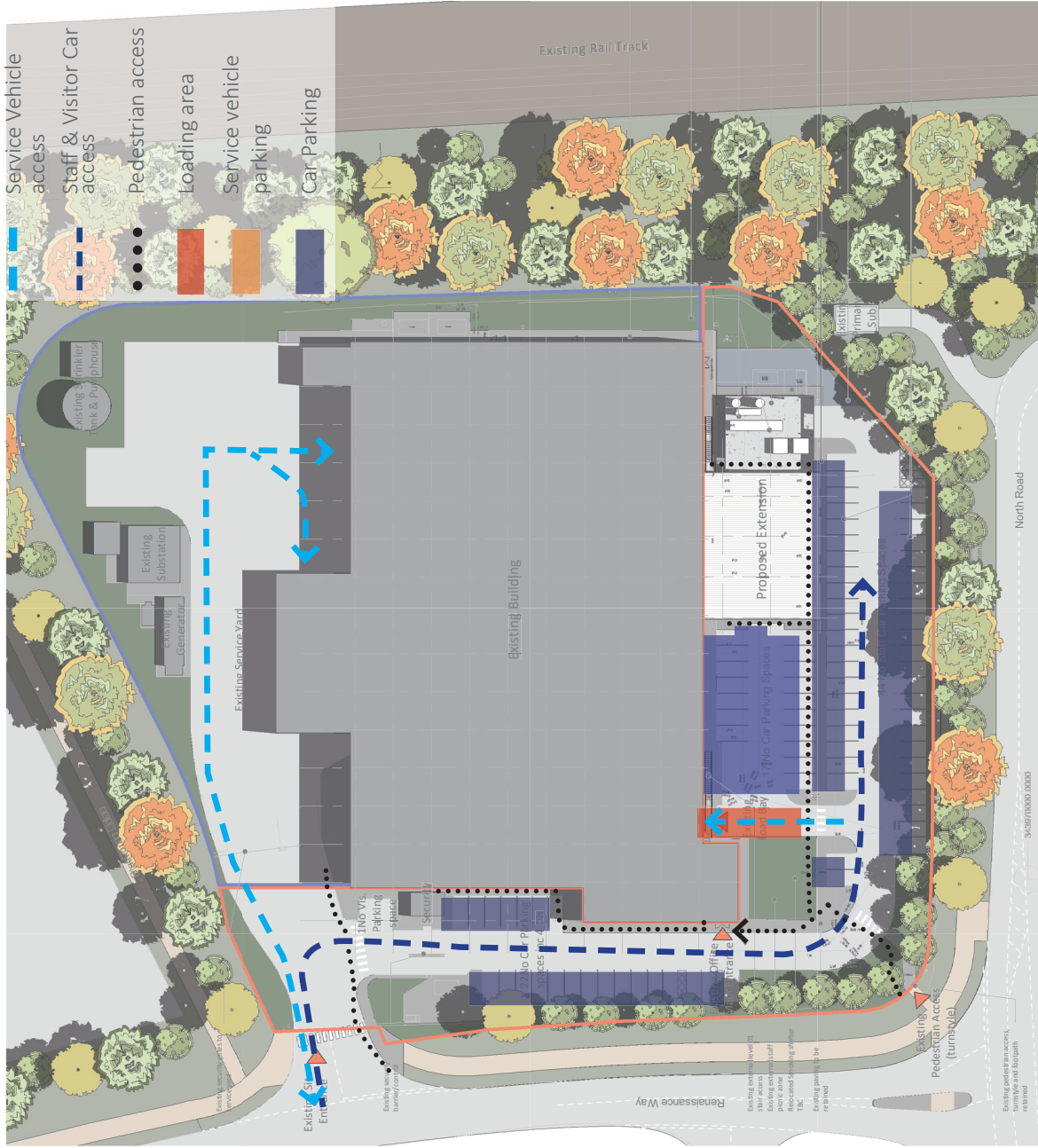
There are existing pedestrian footpaths identified around site which connect to the estate road pedestrian foot ways. The principal vehicular and pedestrian entrances to the proposals for staff and visitors will be unaffected by the proposal. Therefore, there will be no alterations to these main routes.

5.2 Vehicular Access

Generally, emergency vehicle access onto and around the site will remain as existing, with minor alternations required in immediate proximity to the proposals.

A designated access route is provided to the northern end of the proposals, however the formation of the new extension will restrict the ability of a fire appliance approaching the north side of the building.

Nevertheless, there is provision for connection of hoses for fire fighting via an existing Fire Hydrant within the retained car park area.



5.3 Security

Security fencing to the site perimeter will be retained as existing.

The existing CCTV, intruder alarm and personnel control provision will be modified as necessary to ensure the integrity of the site wide security is retained.

5.4 Signage

All existing signage will remain in place. New emergency signage will be located to the building as dictated by building regulations.

It is not envisaged that any additional tenant signage will be required as part of these proposals.

5.5 Waste Management

The existing waste management strategy will remain in place and will not be adversely affected by the proposals. Vehicular access to the site for refuse collection will remain as existing.

6.0 SUSTAINABILITY

6.1 Sustainability

This section provides a summary for issues relating to Sustainable Development and the consideration and application of those to this scheme.

The following measures are proposed to achieve an energy demand reduction to the development:

- Enhanced U-Values of the external envelope;
- Use of energy efficient lighting – both internally and externally;
- Use of intelligent lighting and building management system controls

The following measures are proposed to address the wider sustainable construction issues:

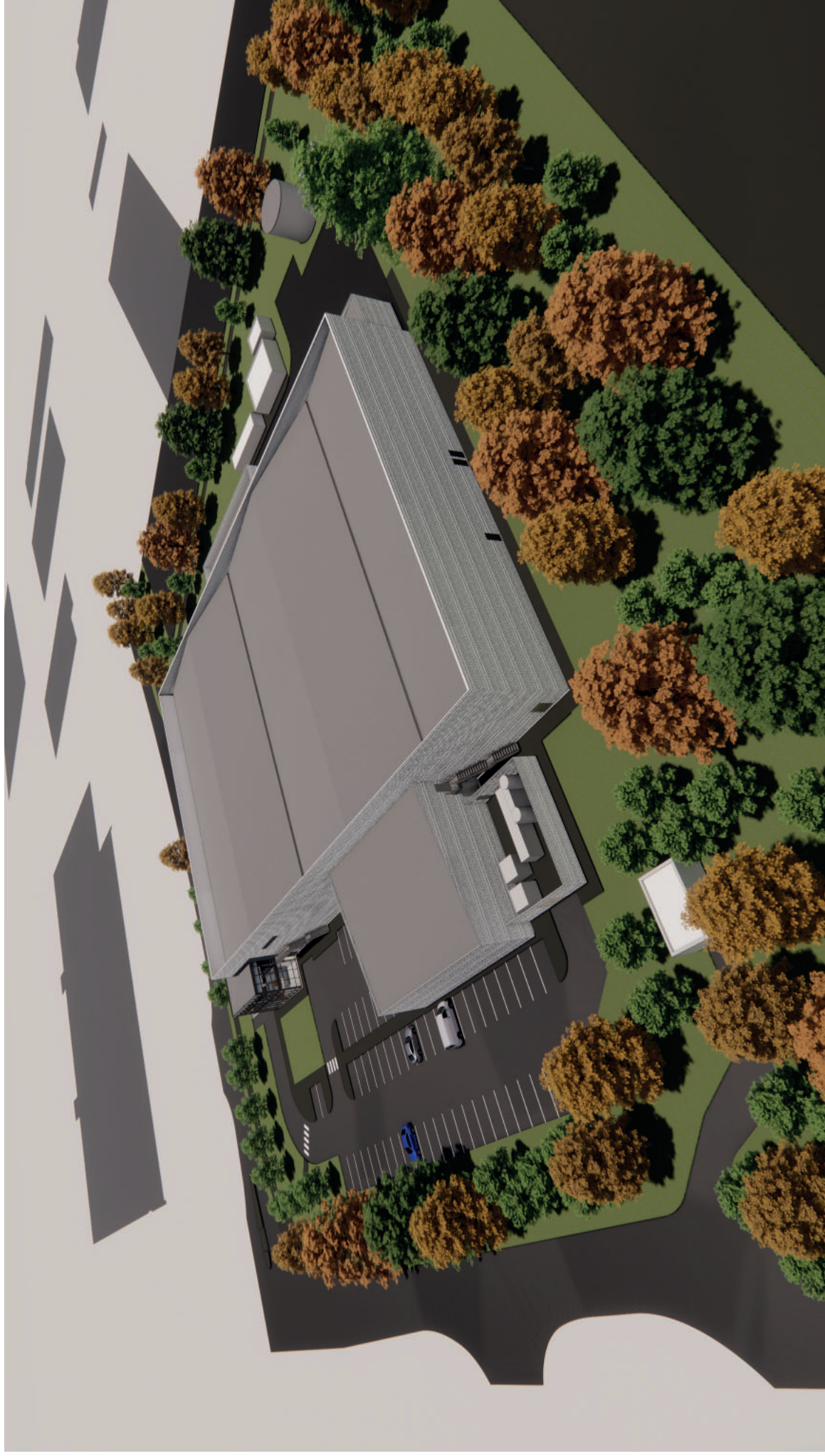
- Best practice construction site management including CCS, minimising the use of energy and water, waste minimisation together with reducing construction & waster transport related CO²;
- Ensuring building occupants have a safe and healthy working environment providing good air quality, visual, thermal and acoustic comfort;
- Minimising operation water consumption through efficient monitoring and leak detection;
- Minimising third party off-site environmental impacts through responsible sourcing of building products and materials through manufacturer certification, e.g.. BES 6001.

7.0 SUPPORTING INFORMATION

7.1 Proposed Drawings

The following drawings form part of the planning application:-

21027-FRA>XX-00-DR-A-PL-3001	Site Location Plan
21027-FRA>XX-00-DR-A-PL-3002	Existing Site Plan
21027-FRA>XX-00-DR-A-PL-3003	Existing Level 00 Plan
21027-FRA>XX-ZZ-DR-A-PL-3010	Existing Elevations
21027-FRA>XX-00-DR-A-PL-3100	Proposed Site Plan
21027-FRA>XX-00-DR-A-PL-3101	Proposed Level 00 Plan
21027-FRA>XX-01-DR-A-PL-3102	Proposed Level 01 Plan
21027-FRA>XX-RL-DR-A-PL-3103	Proposed Roof Plan
21027-FRA>XX-ZZ-DR-A-PL-3104	Proposed Elevations
21027-FRA>XX-ZZ-DR-A-PL-3105	Proposed Sections



Aerial View of Development